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See also Numerical List, Page 25.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

SECOND SESSION, TWELFTH PARLIAMENT, 1912-13.

A

Agricultural Aid Act, Agreement with the several Provinces *re* expenditure of Subsidies under, &c.. .. .. 67*i*

Agriculture, Report of Dept. of.. 15

Agricultural School, Model Farm, &c., at New Carlisle, Que., Memorials, &c., *re*. 215

Aids to navigation that have been established on the Canadian Atlantic Coast.. 89

Aikins, J. A. M., Report of on 'Moral Instruction in the Canadian Public Schools'.. 96

Aldershot Military Camp, number of men at in summer of 1912; contracts given; cost of supplies, &c.. 182

Aldershot, N.S., *re* supply of ice for Military Camp at, &c.. .. .. 221*a*

Aldershot, N.S., *re* alleged thefts of property from the Militia Camp in Sept., 1912.. 221

Algoma Steel Co., applications for remission of duties on rails imported by at Fort William, &c.. 149

Amiot, P. E., Engineer Public Works Dept., Bonaventure Co., Que., *re* transferring of.. 138

Appeals made to Governor in Council, 12 months prior to March, 1912.. 117

A

Appointments:—

General Foremen, &c. of Public Works of Co. of Bonaventure, since Oct. 1, 1911, to date, &c.. .. .. 72*j*

Appointment of Mr. McCloskie as Postmaster at Wakan, B.C.. .. .. 72*k*

Archives Branch, *re* transferring of from Dept. of Agriculture to Secretary of State, &c.. 87

Archives Branch of Secretary of State, Report of work of for year 1912.. .. 29*b*

Asselin, Olivar, Report of *re* investigation of French and Belgian immigration into Canada.. 91

Astronomer, Chief, Report of for year ending March 31, 1912.. .. .. 25*a*

Atlantic, Quebec and Western Ry., Report of Engineers *re* usefulness of as feeders to I. C. Ry.. .. .. 67*f*

Auditor General:—

Report of, Volume 1, A to J, for year ended March 31, 1912.. 1

Report of, Volume 2, K to U, for year ended March 31, 1912.. 1

Report of, Volume 3, V to Y, for year ended March 31, 1912.. 1

Australia, Commonwealth of, Preferential Tariff between Canada, and.. 94

B

Banque Internationale, application of to the Treasury Board, &c.. 130
Banque Internationale, *re* Certificate authorizing transfer of to Home Bank, &c.. 228
Beeman, J. C., cancellation of contract of, for conveying H. M. Mails, name of successor, &c.. .. .. 62*b*
Begin, Mr. J., appointment of as Manager of Experimental Farm at Ste. Anne.. 72*e*
Belgian and French Immigration to Canada, Investigation into by Olivar Asselin.. 91
Bills passed by House of Commons since Confederation, which have been amended by Senate.. 223
Bonaventure, Post Offices opened in since Oct., 1911, to date, &c.. 63
Bonaventure Co., Resolution of, asking for, or objecting to, certain public works in said Co.. 139
Bonds and Securities registered since last return, Nov. 28, 1911.. 53
Boulanger & Son, Quebec, Claims of, &c. 141*a*
Branch Lines I. C. Ry.:—
Railway from Estmere to Baddeck, *re* building of.. 82
Vale line of, *re* asking for road to be taken over by I. C. Ry., *re*.. 109
Reconstruction of Branch line of into Guysborough Co., N.S.. .. .. 83*e*
Breakwater at Petite Rivière, Lunenburg Co. N. S., Report *re* repairs made on in year 1912.. .. .. 203*j*
British Consular Service, O. C. *re* facilities for information useful to Canadian Trade in connection with.. .. 118
British Canadian Loan and Investment Co., Ltd., Toronto, for year 1911.. .. 140
British Columbia, Copy of O. C. appointing a commission to inquire into claims of, &c.. 191
British Columbia, Memo. *re* claims of for special consideration.. .. .. 191*a*
British Columbia, Correspondence *re* claims of Indians of the Province, between Prov. Govt. and Dominion Govt. 159*a*
British Columbia, Documents *re* subject of increase of Prov. Subsidy to.. .. 67*g*
British Columbia, Memorials of Govt. of *re* claims for additional Prov. Subsidies.. .. .. 67*h*

B

Broderick, Post Office, Sask., *re* change of name of.. 78
Brulé Wharf, Colchester Co., N.S., *re* expenditures on during last two years &c.. 179
Brown, James W., in connection with western lands, pt. of S. E. ¼ section 21-20-21-W., 2 Meredian, and others, also Alex. Hurst Brown's claim *re* these lands.. .. .. 187*c*
Buildings occupied by the Govt. as public offices, under rent, where situated, &c.. 208

C

Cable Rates, Memo. on subject of between P. O. Dept. and British Post Office.. 93
Canada Steamer, *re* investigations regarding service performed by, &c.. .. 65
Canada-West Indian Conference.. 55
Canadian Fishermen, *re* recent increase in prices charged for Manilla Cord.. 185
Canadian Boat Fishermen, *re* Medical attendance on, &c.. 64
Canadian Pure Food Act, date of enactment of, &c.. 70
Canadian Trade and Commerce, extension of facilities for obtaining information useful to.. 118
Canadian Pacific Railway:—
Orders in Council respecting, &c.. .. 45
Return *re* lands sold by, year ending Oct. 31, 1912.. .. .. 45*a*
Return *re* applications made by, for authorization to make new issue of stock.. .. .. 45*b*
Canadian Guardian Life Insurance Co., *re* transfer of from Dept. at Ottawa to Dept. at Toronto.. 188
Canals:—
St. Peter's, Improvements on, also *re* contract between Department and W. H. Weller.. 108
St. Peter's, Improvements on, also relating to contracts, &c.. .. .. 108*a*
Relating to personal expenses paid by Government to Mr. St. Amour, Superintendent Soulanges Canal.. .. .. 108*b*
Census, 1911:—
Population, Religions, Origins, &c. .. B
Manufactures.. C
Civil Service:—
Statement of affairs in connection with Civil Service Insurance Act.. 41

C

Statement of superannuation and retiring allowances in Civil Service.. 44
Civil Service List, 1912.. 30
Report of Sir George Murray on organization of in Canada.. .. .. .. 57a
Report of Civil Service Commission.. 31
Le. W. J.. Report *re* investigation into Govt. Printing Bureau.. .. .. 61 (11z)
Commission Royal,- Report of on Industrial Training and Technical Education, &c.. .. .. 191d
Commission Royal, Report of inquiry into complaints *re* weighing of butter and cheese in Montreal, &c.. 153
Commissioners, appointment of *re* study of causes for depopulation of country places, high cost of living.. 129
Commissioners, appointed to investigate complaints against United Shoe Machinery Co.. .. .. 95c
Commission Agents, complaints for placing farm labourers in Ontario.. 47
Commissioners appointed under first part of Inquiries Act, 1906.. 191
Commissioners appointed to inquire into claims of British Columbia.. .. .. .. 191a
Commissioners appointed to inquire into Indian Lands and Indian Affairs in B.C. 191b
Commissioners appointed to inquire into Law *re* Pilotage Districts of Montreal and Quebec.. .. .. 191c
Commission appointed to investigate charges of political partisanship in Govt. Printing Bureau, with evidence and Report.. .. .. 61 (11z)
Combines Investigation Act, Report of Proceedings under, year ended March 31, 1912.. .. .. 36c
Canada and Newfoundland, Volume of trade import and export between from Jan. 1, 1896, to Jan. 1, 1913, also Trade Agreement between Newfoundland and West Indies, included with Canada, for 1909, 1910, 1911 and 1912.. 195
Canada and Newfoundland, Volume of Trade, import and export, between, from Jan. 1, 1896, to Jan. 1, 1913, &c. (Supplementary Return).. .. .. 195a
Caribou Island, Pictou Co., N.S., Papers in connection with expenditure at 97
Cement, Customs Tariff on, correspondence between Coy's., Corporations, &c., to Nov. 1, 1911.. 125
Cement, adjustment of Duty on, and all correspondence with Ministers respecting.. .. .. 125a

C

Census Enumerators, Reports as to delay in payment of, &c.. 76
Central Railway of Canada, Report made by the Railway Department.. 211
Champlain Market, Que., *re* acquisition of by Trans. Ry. Commissioners, for Station, Terminals, &c.. 170
Chartered Banks, List of Shareholders in, as on Dec. 31, 1911.. 7
Cheese, Butter, &c., Report of Royal Commission of inquiry into methods of weighing, payment, &c., Montreal. 153b
City of Sydney, Steamship Investigation into collision between tug *Douglas H. Thomas*, and 95e
Construction of road from North Bay to Sturgeon Falls, Ont., Correspondence and Engineers Reports *re*.. 178
Conference, International Peace, *re* consideration of first Century of between U. S. and British Empire.. .. 229
Correspondence, &c., by Conservative Candidate, Gloucester Co., N.B., *re* Public Works to date.. 187
Correspondence *re* East ½ of Sec. 27 in Tp. 6, Range 2, West of third Meridian.. 126
County Court Judges, *re* request of increased salary, and amendment to Judges Act *re* retiring allowances.. .. 173
Customs Department:—
Report of.. 11
Customs Tariff of Canada, changes made in by O. C., since last Session of Parliament, &c.. 73
Criminal Statistics for year ended Sept. 30, 1911.. 17
Crowe, Colonel, Commandant Royal Military College, *re* retirement, &c.. .. .. 75a

D

Dairy and Cold Storage Commissioner, Report of for year ending 1912.. .. .. 15a
Dry Dock at Lévis, Que., or Harbour and Port of Quebec, Que.. 204
Drill Hall at Fernie, B.C., *re* contract for erecting at.. 197
Drill Hall at Fernie, B.C., *re* awarding contract for erection of.. .. .. .. 197a
Dismissals:—
Return *re* dismissal of John R. McDonald, Heatherton, Antigonish Co., N.S... 61
Return *re* Dr. C. P. Bissett, Physician to Indians Salmon River, N.S.. .. 61a

D

Return *re* dismissal of Michael Murphy, P. M., at Pt. Micheau, R. Co., N.S.. .. .. 61*b*

Return *re* dismissal of David A. McLeod, P. M., at Cleveland, Richmond Co., N.S.. .. .. 61*c*

Return *re* dismissal of John Milward, P. M., at Stormont, Guysborough Co. N.S.. .. .. 61*d*

Return *re* dismissal of Kenneth F. McAskill, P. M., at Loch Lomond, Richmond Co., N.S.. .. .. 61*e*

Return *re* dismissal of W. W. Hayden, wharfinger at Digby, N.S.. .. .. .. 61*f*

Return *re* dismissal of W. B. Langley, Asst. at Lobster Hatchery, N.S.. .. 61*g*

Return *re* dismissal of Fred. E. Cox, Engineer Lobster Hatchery.. .. .. 61*h*

Return *re* dismissal of Simon Hodgson, Engineer Lobster Hatchery, Isaacs Harbour, N.S.. .. .. 61*i*

Return *re* dismissal of Henry Henlow, Engineer Lobster Hatchery, Canso, Guysborough Co., N.S... .. .. 61*j*

Return *re* dismissal of H. C. V. Le Vatte, Harbour Master at Louisburg, C. B. South, N.S.. .. .. 61*k*

Return *re* dismissal of John Cummings, Asst. Lobster Hatchery, Isaacs Harbour, N.S.. .. .. 61*l*

Return *re* dismissal of W. G. Matthews, of Life Boat Crew, Canso, Guysborough Co., N.S.. .. .. 61*m*

Return *re* dismissal of Joseph Shean, Harbour Master, North Sydney, N.S. 61n

Return *re* dismissal of Geo. H. Sampson, of Storm Signal, Lower L'Ardoise, Richmond Co., N.S... .. 61*o*

Return *re* dismissal of Alexis Vigneau, Capt. Patrol Boat, Arichat, Richmond Co., N.S.. .. .. 61*p*

Return *re* dismissal of Emeri Thivierge Fisheries Inspector, Cos. of Prescott and Russell, N.S.. .. .. 61*q*

Return *re* dismissal of all public officers, Inland Revenue Dept., Co. of St. Jean Iberville, Quebec.. .. .. .. 61*r*

Return *re* dismissal of J. Fabien Bugeaud, Bonaventure, Que., A. B. Caldwell, New Carlisle, Quebec.. .. 61*s*

Return *re* dismissal of Duncan McArthur, Annuities Branch, while attached to Trade and Commerce.. .. 61*t*

D

Return *re* dismissal of Chas. O. Jones, Postmaster, Bedford, Co. of Missisquoi, Quebec.. .. .. 61*u*

Return *re* dismissal of Archd. Barss, Postmaster, New Harbour, Guysborough Co., N.S.. .. .. 61*v*

Return *re* dismissal of Dr. A. Allaire of Penitentiary of St. Vincent de Paul.. .. .. 61*w*

Return *re* dismissal of Oscar Beauchamp, Warden of Penitentiary, St. Vincent de Paul.. .. .. 61*x*

Return *re* dismissal of John McDonald, freight handler, checker, I. C. Ry., Sydney Mines, N.S.. .. .. 61*y*

Return *re* dismissal of Allan Kinney, Linwood, Antigonish Co., sectionman, I. C. Ry.. .. .. 61*z*

Return *re* dismissal of Chas. Landry, of Pomket, Antigonish Co., N.S., Sectionman I. C. Ry.. .. .. 61*aa*

Return re dismissal of Patk. Decoste, Ferry Stmr. *Scotia*, between Mulgrave and Point Tupper, N.S.. .. 61*bb*

Return *re* dismissal of Harry E. McDonald, Asst. Engineer, St. Peters Canal, Richmond Co., N.S.. .. .. .. 61*cc*

Return *re* dismissal of Neil Ross, sectionman I. C. Ry., West River, Pictou, N.S.. .. .. 61*dd*

Return *re* dismissal of Jas. Armstrong, Heatherton, Antigonish Co., N.S., Sectionman I. C. Ry.. .. .. .. 61*ee*

Return *re* dismissal of Thos. J. Gray, car inspector, I. C. Ry., Westville, Pictou Co., N.S.. .. .. 61*ff*

Return *re* dismissal of Colin Macdonald, sectionman I. C. Ry., James River, Antigonish Co., N.S.. .. .. .. 61*gg*

Return *re* dismissal of A. T. Gannon, car inspector, I. C. Ry., North Sydney, N.S.. .. .. 61*hh*

Return *re* dismissal of Huber Myatte, Tracadie, Antigonish Co., N. S., sectionman, I. C. Ry.. .. .. 61*ii*

Return *re* dismissal of John McDonnell, Afton Station, Antigonish Co., N.S., Sectionman, I. C. Ry.. .. .. 61*jj*

Return *re* dismissal of Wm. Landry, of Pomket, Antigonish Co., N. S., Section foreman, I. C. Ry.. .. .. .. 61*kk*

Return *re* dismissal of D. J. McDougall, Section foreman, I. C. Ry., Grand Narrows, N. S.. .. .. 61*ll*

D

Return *re* dismissal of Daniel A. Coffey and W. A. McNeill, Lockmen, St. Peter's Canal, Richmond Co., N.S. 61*mm*

Return *re* dismissal of John P. Meagher, foreman deckhand steamship *Scotia*, Guysborough Co., N. S.. .. .. 61*nn*

Return *re* dismissal of Jas. Gibson, ex-P. M. of Alameda, Sask., *re* handing over office to E. Cronk.. .. .. .. 61*oo*

Return *re* dismissal of Capt. C. E. Miller, from 75th Regiment.. .. .. 61*pp*

Return *re* dismissal of J. N. N. Poirier, Collector of Excise, Victoriaville, Quebec, &c.. .. .. 61*qq*

Return *re* dismissal of Abraham Astephen, Interpreter, Immigration Department, North Sydney, N.S.. .. 61*rr*

Return *re* dismissal of Robt. Dow, Immigration Branch, Dept. Interior, Ottawa.. .. .. 61*ss*

Return *re* dismissal of John Ware, Immigration Branch, Dept. Interior, Halifax, N.S.. .. .. 61*tt*

Return *re* dismissal of Richd. Hickey, Immigration Branch, Dept. Interior, North Sydney, N.S.. .. .. 61*uu*

Return *re* dismissal of Dr. J. W. McLean, Medical Examiner, Immigration Dept., North Sydney, N.S..... 61*vv*

Return *re* dismissal of John A. McRea, Lightkeeper, Margaree Island, N.S.. .. .. 61*ww*

Return *re* dismissal of Thos. Brymer, Lightkeeper, Lower L'Ardoise, Richmond Co., N.S.. .. .. 61*xx*

Return *re* dismissal of Dominique Boudrot, Buoy contractor, Petit de Grat, Richmond Co., N.S.. .. .. .. 61*yy*

Return *re* dismissal of Fredk. F. Doucet, Lighthouse keeper, Caraquet, Gloucester Co., N.B.. .. .. 61*zz*

Return *re* dismissal of W. H. Henlow, Keeper of Storm Drum, Liscomb, N.S.. .. .. 61*aaa*

Return *re* dismissal of David Falconer, Lightkeeper, Cariboo Island, Pictou, N.S.. .. .. 61*bbb*

Return *re* dismissal of M. Wilson Lawlor, Harbour Commissioner, North Sydney, N.S.. .. .. 61*ccc*

Return *re* dismissal of P. J. McDonald, Harbour Commissioner, North Sydney, N.S.. .. .. 61*ddd*

D

Return *re* Names of all Lightkeepers in Province of N. S. dismissed since Oct. 11, 1911, &c.. .. .. 61*eee*

Return *re* Number of dismissals from public offices, Dept. Marine and Fisheries, Co. of Bonaventure.. .. 61*fff*

Return *re* dismissal of H. L. Tory, Fishery Officer, Guysborough, N.S., &c.. .. .. 61*ggg*

Return *re* dismissal of John W. Davis, Fishery Officer, Guysborough, N.S., &c.. .. .. 61*hhh*

Return *re* dismissal of Martin Bourque, Lightkeeper, River Bourgeois, N.S.. .. .. 61*iii*

Return *re* dismissal of Fredk. Poirier, Buoy Contractor, River Descouse, N.S.. .. .. 61*jjj*

Return *re* dismissal of Dr. Geo. Pinault, Medical Health Officer, Indian Reserve, Bonaventure Co., Que.. .. 61*kkk*

Return *re* dismissal of Fredk. Veit, Dept. Marine and Fisheries, Co. of Gaspé, Quebec.. .. .. 61*lll*

Return *re* dismissal of Alfred Lalonde, at Warehouse, Govt. yards, St. Joseph de Sorel.. .. ..61*mmm*

Return *re* dismissal of Jas. Webber, Lightkeeper, Tor Bay Point, N.S.. 61*nnn*

Return *re* dismissal of Baptiste Desjardins, Lightkeeper at Kamouraska, Quebec.. .. .. 61*ooo*

Return *re* dismissal of Angus Smith, Pilot on steamer *Earl Grey*.. .. ..61*ppp*

Return *re* dismissal of Michael J. Sampson, Lightkeeper at Lower L'Ardoise, N.S.. .. .. 61*qqq*

Return *re* dismissal of Wm. Hackett, Harbour Commissioner, North Sydney, N.S.. .. .. 61*rrr*

Return *re* dismissal of Hormisdas Lacasse, Wharfinger, Govt. Wharf, Wendover, Prescott Co., Ont., &c.. 61*sss*

Return *re* dismissal of Geoffrey Gorman, Coxswain, Life Boat Station, Herring Cove, Halifax Co., N.S.. .. 61*ttt*

Return *re* dismissal of Capt. Geo. Wetmore, Harbour Master, Yarmouth, N.S.. .. .. 61*uuu*

Return *re* dismissal of Stanley Henlow, Lightkeeper, Liscomb, Guysborough, N.S.. .. .. 61*vvv*

D

Return *re* dismissal of H. C. V. Le Vatte, Fishery Officer, Louisbourg, Cape Breton, N.S.. .. ..61*wwww*

Return *re* dismissal of Elias M. Boudrot, Storm Signal Keeper, Petit de Grat, N.S.. .. .. 61*xxx*

Return *re* dismissal of A. B. Cox, Superintendent Reduction Works, Canso, N.S.. .. .. 61*yyy*

Return *re* dismissal of Jeffrey Crespo, Subcollector Customs, Harbour au Bouche, N.S.. .. .. 61*zzz*

Return *re* dismissal of Thos. Cameron, Preventive Officer, at Andover, N.B.61*aaaa*

Return *re* dismissal of L. W. Pye, Customs Officer, Liscomb, N.S.. .. ..61*bbbb*

Return *re* dismissal of Lucien O. Thisdale, Customs employee at Valleyfield, Quebec.. .. ..61*cccc*

Return *re* dismissal of Alex. Macdonald, Doctor's Brook, Sub-collector of Customs.. .. ..61*dddd*

Return *re* dismissal of Henry Cann, Customs Official and Preventive Officer, North Sydney, N.S.. .. .. ..61*eeee*

Return *re* dismissal of Chas. Mennier, Customs Officer, Marieville, Que....61*ffff*

Return *re* dismissal of Geo. H. Cochrane, Collector of Customs, Moncton, N.B., &c.. .. ..61*gggg*

Return *re* dismissal of C. Michaud, Postmaster St. Germain, Kamouraska Co., Que.. .. ..61*hhhh*

Return *re* dismissal of Emile Archambault, letter carrier at Montreal.. 61*iiii*

Return *re* dismissal of Norman Morrison, Postmaster, Ferguson's Lake, N.S.. .. .. 61*jjjj*

Return *re* dismissal of D. J. McKillop, Postmaster at McKillop, N.S.. .. ..61*kkkk*

Return *re* Investigation recently held at Ste. Agathe P.O., County of Terrebonne.. .. .. 61*llll*

Return *re* dismissal of Bertie Boudrot, Lightkeeper at Poulamon, Richmond Co., N.S.. .. ..61*mmmm*

Return *re* dismissal of Leon Rivest, J. B. Lachapelle and Louis Dubois, Lightkeepers at Repentigny, Que..61*nnnn*

Return *re* dismissal of L. P. Carignan, Forest Ranger, Champlain, Quebec.. .. ..61*oooo*

D

Return *re* dismissal of Jas. S. Harvey, W. L. Kempffer, J. Herbert Sweetman, J. B. LeBlanc, J. Nadeau, Preventive officers, Quebec.. .. ..61*pppp*

Return *re* dismissal of Wm. Marsh, Preventive Officer, at Little Pond, Sydney Mines, N.S.. .. ..61*qqqq*

Return *re* dismissal of Duncan McDonald, Customs Preventive Officer, Athelstan, Quebec.. .. ..61*rrrr*

Return *re* dismissal of Lemuel Bent, Collector of Customs, Oxford, N.S. 61*ssss*

Return *re* dismissal of Pascal Poirier, Collector of Customs, Descouse, N.S. 61*tttt*

Return *re* dismissal of Donald J. Hachey, Collector of Customs, Bathurst, N.B.. .. ..61*uuuu*

Return *re* dismissal of John Maher, Customs Department at Montreal..61*vvvv*

Return *re* dismissal of Peter Fougere, Preventive Customs Officer, Petit de Grat, N.S.. .. ..61*wwww*

Return *re* dismissal of Jas. Grantmyre, Preventive Officer at Little Bras D'Or, N.S.. .. ..61*xxxx*

Return *re* dismissal of Employees on Soulanges Canal, dismissed since September 21, 1911.. .. ..61*yyyy*

Return *re* dismissal of Andrew Melville, Locktender, Cardinal, Ont..61*zzzz*

Return *re* dismissal of Geo. Short, Canal Bridgetender, Cardinal, Ont.61*aaaaa*

Return *re* dismissal of N. Broderick, Locktender, Cardinal, Ontario.....61*bbbbb*

Return *re* dismissal of Thos. McLatchie, Locktender, Cardinal, Ont.61*ccccc*

Return *re* dismissal of Elgin McLaughlin, Locktender, Cardinal, Ontario.. .. ..61*ddddd*

Return *re* dismissal of Robert Robertson, Locktender, Cardinal, Ont....61*eeeee*

Return *re* dismissal of Wm. L. Gladstone, Locktender, Cardinal, Ontario.. .. ..61*fffff*

Return *re* dismissal of Byron Van Camp, Locktender, Cardinal, Ontario.. .. ..61*ggggg*

Return *re* dismissal of Samuel English, Canal Bridgetender, Cardinal, Ontario.. .. ..61*hhhhh*

Return *re* dismissal of Edwd. F. Moran, Locktender at Cardinal, Ontario....61*iiiii*

D

Return *re* dismissal of Wm. R. Fougere, Frankville, N. S., Sectionman on I. C. Ry.. .. ..61*jjjjj*

Return *re* dismissal of John Melanson, Afton, N. S., Sectionman on I. C. Ry.. .. ..61*kkkkk*

Return *re* dismissal of Ronald D. McDonald, Fishery Overseer, Broad Cove, N. S.. .. ..61*lllll*

Return *re* dismissal of John McLean, Fishery Officer, Gabarouse, N.S.61*mmmmm*

Return *re* dismissal of A. R. Forbes, Fishery Overseer, North Sydney, N. S.. .. ..61*nnnnn*

Return *re* dismissal of Sebastien Savoie, Superintendent, Lobster Hatchery, Shippegan, N.B.. .. ..61*ooooo*

Return *re* dismissal of D. S. Hendsbee, Weigher, Reduction Works, Canso, N. S.. .. ..61*ppppp*

Return *re* dismissal of M. Muce, Lightkeeper, Cheticamp Island, Inverness Co., N. S.. .. ..61*qqqqq*

Return *re* dismissal of Dr. J. D. R. Williams, Collector Canal Tolls, Cardinal, Ontario.. .. ..61*rrrrr*

Return *re* dismissal of John W. Bohan, Preventive Officer at Bath, Carleton Co., N. B.. .. ..61*sss..*

Return *re* dismissal of J. V. Smith, Sub-collector of Customs, Woods Harbour, Shelburne Co., N.S.. .. .. ..61*ttttt*

Return *re* dismissal of John Y. Fleming, Customs Officer at Debec, Carleton Co., N.B.. .. ..61*uuuuu*

Return *re* dismissal of Matthias Meagher, Preventive Officer at Debec, Carleton Co., N. B.. .. .. ..61*vvvvv*

Return *re* dismissal of A. J. Gosselin, Acting Preventive Officer at St. Albans, Vermont.. .. ..61*wwwww*

Return *re* dismissal of Jas. W. Bannon, Preventive Customs Officer, St. Agnes de Dundee, Huntington Co.61*xxxxx*

Return showing number of Postmasters dismissed in Pictou Co., N.S., since 1911 and names of Postmasters succeeding them.. .. ..61*yyyyy*

Return *re* dismissal of Jas. Murphy, Postmaster at Tweed, Ont.. .. ..61*zzzzz*

Return *re* dismissal of H. B. Easton, Immigration Agent, Prescott, Ont.61 (6*a*)

D

Return *re* dismissal of B. Hughes, Immigration Agent, Prescott, Ont....61 (6*b*)

Return *re* dismissal of Geo. Walsh, Immigration Agent, Prescott, Ont.61 (6*c*)

Return *re* dismissal of Newton S. Dow, Immigration Agent, McAdam Junction, N.B.. .. ..61 (6*d*)

Return *re* dismissal of Oliver Hemphill, Immigration Agent, Debec, Carleton Co., N.B.. .. ..61 (6*e*)

Return *re* dismissal of Martin Johnston, Preventive Officer at Rea Islands, Richmond Co., N.S.. .. ..61 (6*f*)

Return *re* dismissal of J. E. Phaneuf, Postmaster St. Hugues, Co. Bagot, Quebec.. .. ..61 (6*g*)

Return *re* dismissal of Murdock, McCutcheon, Postmaster at Sonora, Guysborough Co., N.S.. .. ..61 (6*h*)

Return *re* dismissal of Duncan Gillies, Fishery Overseer at Baddeck, C.B., Province of N. S.. .. ..61 (6*i*)

Return *re* dismissal of Antonio Leduc, Postmaster of St. Timothée, Co. of Beauharnois.. .. ..61 (6*j*)

Return *re* dismissal of Chas. Arthur Bowman, Engineering Branch, Dept. Railways and Canals.. .. ..61(6*k*)

Return *re* dismissal of Elnathan D. Smith, Fishery Overseer, Shag Harbour, N.S.. .. ..61 (6*l*)

Return *re* dismissal of Donald McAulay, Lightkeeper, Baddeck Bay, Cape Breton.. .. ..61(6*m*)

Return *re* dismissal of John Fredericks, Lightkeeper, East Jordan, Shelburne Co., N.S.. .. ..61 (6*n*)

Return *re* dismissal of John Fredericks, Wharfinger, East Jordan, Shelburne Co., N.S.. .. ..61 (6*o*)

Return *re* dismissal of John C. Morrison, Harbour Master, Shelburne, N.S.. .. ..61 (6*p*)

Return *re* dismissal of Captain Roderick McDonald, Tide Waiter at Big Bras D'Or, N.S.. .. ..61 (6*q*)

Return *re* dismissal of Jas. Maloney, Customs Officer, Dingwall, N.S....61 (6*r*)

Return *re* dismissal of Hugh D. McEachern, Customs Officer, East Bay, Cape Breton, N. S.. .. ..61 (6*s*)

Return *re* dismissal of Thos. H. Hall, Sub-collector of Customs, Sheet Harbour, N.S.. .. ..61 (6*t*)

D

Return *re* dismissal of J. A. McNeil, Customs Officer, Grand Narrows, N.S.. .. ..61 (6*u*)

Return *re* dismissal of Geo. Burchell, Customs Officer, Sydney Mines, N.S.61 (6*v*)

Return *re* dismissal of W. H. Saver, Collector of Customs, Cardinal, Ont.61 (6*x*)

Return *re* dismissal of Capt. Geo. Livingstone, Customs Officer, Big Bras D'Or, Cape Breton, N.S.. ..61 (6*x*)

Return *re* dismissal of H. Lacasse, Postmaster, Wendover, Prescott Co., Ont.. .. ..61 (6*y*)

Return *re* dismissal of Harry A. Drigg, Postmaster, Grassey Lake, Alta. ..61 (6*z*)

Return *re* dismissal of A. H. Stratton, Postmaster, Peterborough, Ont....61 (7*a*)

Return *re* dismissal of Henry Burrell, Postmaster, Yarmouth, N.S.. .. ..61(7*b*)

Return *re* dismissal of all Postmasters, Co. of Gloucester, N.B.. .. ..61 (7*c*)

Return *re* dismissal of Dr. Chas. A. Webster, Port Physician, Yarmouth, N. S.. .. ..61 (7*d*)

Return *re* dismissal of Jos. Lord, Lightkeeper at Pointe à la Mule, Co. of St. Jean and Iberville, Que.. .. ..61 (7*e*)

Return *re* dismissal of Henry Friolet, Wharfinger, Caraquet, N.B., and Richd. Southwood, Wharfinger, Bathurst, N.B.. .. ..61 (7*f*)

Return *re* dismissal of Jos. L. Robichaud, Lighthouse Keeper, Miscou, Co. of Gloucester, N.B.. .. ..61 (7*g*)

Return *re* dismissal of Capt. Pope, Lightkeeper, Scatarie, N.S.. .. .. ..61 (7*h*)

Return *re* dismissal of Capt. W. W. Lewis, Shipping Master, Louisburg, N. S.. .. ..61 (7*i*)

Return *re* dismissal of Postmasters Co. of Bonaventure since Oct. 11, 1911, Those appointed to replace them..61 (7*j*)

Return *re* dismissal of Geo. Hines, Lightkeeper, South Ingonish, N.S.61 (7*k*)

Return *re* dismissal of Lightkeepers in Co. of Two Mountains, by present Govt., &c.. .. ..61 (7*l*)

Return *re* dismissal of Archibald McDonald, Preventive Officer at Mull River, Co. of Inverness, N.S.. .. ..61 (7*m*)

Return *re* dismissal of Donald Chisholm, Preventive Officer, Tracadie, Co. of Antigonish, N.S.. .. ..61 (7*n*)

D

Return *re* dismissal of Edwd. C. Humphreys, of Inland Rev. Dept., of Trenton, N.S., and appointment of successor.. .. ..61 (7*o*)

Return *re* dismissal of H. J. Fixott, Port Physician, Arichat, Co. of Richmond, N.S.. .. ..61 (7*p*)

Return *re* dismissal of D. Morin, Postmaster of St. Pie de Bagot, Co. of Bagot, Quebec.. .. ..61 (7*q*)

Return *re* dismissal of Ernest Paquin, Postmaster of St. Cécile de Levrard, Nicolet Co., Quebec.. .. ..61 (7*r*)

Return *re* dismissal of John R. McDonald, Indian Agent at Heatherton, Co. of Antigonish, N.S.. .. ..61 (7*s*)

Return *re* dismissal of Joseph Day, Customs Officer at Little Bras D'Or, Cape Breton, N.S.. .. ..61 (7*t*)

Return *re* dismissal of Duncan McLeod, Appraiser of Customs at Sherbrooke, Quebec.. .. ..61(7*u*)

Return *re* dismissal of Edouard D. Chiasson, Sub-collector of Customs at Lamèque, Gloucester Co., N.B..61 (7*v*)

Return *re* dismissal of Geo. F. Briggs, Customs Officer, McAdam Junction, N.B.. .. ..61 (7*w*)

Return *re* dismissal of Wm. A. Duan, Lightkeeper at Green Island, N.S.61(7*x*)

Return *re* dismissal of Thos. Cameron, Preventive Officer at Andover, N.B.61 (7*y*)

Return *re* dismissal of Jos. McDonald, Customs Officer at Sydney, C.B., N.S.. .. ..61 (7*z*)

Return *re* dismissal of Angus McGillivray, Customs Officer, Glace Bay, South Cape Breton, N.S.. .. .. ..61 (8*a*)

Return *re* dismissal of Roderick Bain, Boatman, New Campbellton, Victoria Co., N.S.. .. ..61 (8*b*)

Return *re* dismissal of W. A. Scott, Lockmaster at Cardinal, Ont.. ..61 (8*c*)

Return *re* dismissal of Bert Johnson, Lockman at Nicholson, Ont.. .. ..61 (8*d*)

Return *re* dismissal of John Merrifield, Lockmaster, Burritts Rapids, Ont.. .. ..61 (8*e*)

Return *re* dismissal of Neil Cummings, Lockmaster, Cardinal, Ont.61 (8*f*)

Return *re* dismissal of François Chagnon, Lockkeeper at St. Jean, Co. of St. Jean and Iberville.. .. ..61(8*g*)

D

Return *re* dismissal of Neil McNeil, Bridgetender I. C. Ry., Grand Narrows, N. S.. .. ..61 (8*h*)

Return *re* dismissal of Archd. McKenzie, Sectionman, I. C. Ry., Grand Narrows, N.S.. .. ..61 (8*i*)

Return *re* dismissal of John Fraser, Bridgetender I. C. Ry., Grand Narrows, N.S.. .. ..61 (8*j*)

Return *re* dismissal of Demetrius Crozier, Lockman, Merrickville, Ont... .. ..61 (8*k*)

Return *re* dismissal of Patk. Cussuk, Lockman, Merrickville, Ont... .. ..61 (8*l*)

Return *re* dismissal of Jos. H. Webster, Lockman, Nicholson, Ont.. .. ..61 (8*m*)

Return *re* dismissal of Cyrus O'Neil, Lockman, Nicholson, Ont.... .. ..61 (8*n*)

Return *re* dismissal of Michael Laughtin, Bridgeman, Burritts Rapids, Ont.. .. ..61 (8*o*)

Return *re* dismissal of John McKay, Bridgeman, Becketts, Ont.. .. .. ..61 (8*p*)

Return *re* dismissal of Edwd. Proctor, Lockman, Burritts Rapids, Ontario.. .. ..61 (8*q*)

Return *re* dismissal of Wm. Morrison, Lockman, Burritts Rapids, Ont...61 (8*r*)

Return *re* dismissal of Adam Henderson, Bridgemaster, Cardinal, Ont...61 (8*s*)

Return *re* dismissal of Jas. Feehan, Fishery Guardian at Tracadie Har. and Savage Harbour, P.E.I.. .. ..61 (8*t*)

Return *re* dismissal of John C. McNeil, Lightkeeper, Grand Narrows, N.S.. .. ..61 (8*u*)

Return *re* dismissal of A. A. Chisholm, Fishery Overseer at Margaree Forks, Inverness Co., N.S.. .. ..61 (8*v*)

Return *re* dismissal of Chas. E. Aucoin, Collector of Customs at Cheticamp, N.S.. .. ..61 (8*w*)

Return *re* dismissal of Chas. L. Gass, Postmaster at Bayfield, Antigonish Co., N.S.. .. ..61 (8*x*)

Return *re* dismissal of Cyprien Martin, of Customs Dept., St. Basile, Madawaska Co., N.B.. .. ..61 (8*y*)

Return *re* dismissal of Angus A. Boyd, Postmaster, Boyd's P.O., Antigonish Co., N.S.. .. ..61 (8*z*)

Return *re* dismissal of John B. Macdonald, Postmaster at Glasburn, Antigonish Co., N.S.. .. .. 61 (9*a*)

D

Return *re* dismissal of Alex. G. Chisholm, Postmaster at Ohio, N.S.. ..61 (9*b*)

Return *re* dismissal of John J. McLean, Postmaster, Cross Roads, N.S.. ..61 (9*c*)

Return *re* dismissal of Dugald McDonald, Postmaster, Doctor's Brook, N.S.. .. ..61 (9*d*)

Return *re* dismissal of Dan. A. McInnes, Postmaster, Georgeville, N.S.61 (9*e*)

Return *re* dismissal of E. A. Asker, Harbour Master, Campbellton, N.B....61 (9*f*)

Return *re* dismissal of Wm. Shultz, Caretaker of the Armouries, Kentville, N.S.. .. ..61 (9*g*)

Return *re* dismissal of Dr. Freeman O'Neil, of the Marine Hospital, Louisburg, N.S.. .. ..61 (9*h*)

Return *re* dismissal of Leon N. Poirier, Wharfinger at Descouse, N.S.61 (9*i*)

Return *re* dismissal of Norman L. Trefry, Shipping Master, Trefry, N.S.. .. ..61 (9*j*)

Return *re* dismissal of Jas. Amereault, Lightkeeper, New Edinburgh, N.S.. .. ..61 (9*k*)

Return *re* dismissal of H. B. Manley, Dominion Lands Office, Saskatoon, Sask.. .. ..61 (9*l*)

Return *re* dismissal of John Spicer, Senior Assistant, Moosejaw Land Agency.. .. ..61 (9*m*)

Return *re* dismissal of Robt. Pragnall, Agent Dominion Land Office, Swift Current.. .. ..61 (9*n*)

Return *re* dismissal of G. M. Ullyott, Dominion Land Office, Saskatoon..61 (9*o*)

Return *re* dismissals in Riding of Saskatoon, to date, &c.. .. ..61 (9*p*)

Return *re* dismissal of J. N. Poirier, Collector of Excise, Victoriaville, Arthabaska, Que.. .. ..61 (9*q*)

Return *re* dismissal of John G. Morrison, Fishery Inspector, Englishtown, N.S.. .. ..61 (9*r*)

Return *re* dismissal of Edwd. Landry, Lightkeeper, Petit de Grat, N.S..61 (9*s*)

Return *re* dismissal of Evariste Talbot, General Freight Office, I. C. Ry....61 (9*t*)

Return *re* dismissal of Philip H. Ryan, I. C. Ry., Mulgrave, N.S.. .. .. ..61 (9*u*)

Return *re* dismissal of Postmasters and other P. O. employees in Dominion, from July 1, 1896, to Oct. 1911, and from 1911 to date. Also number of post offices in operation in each Province to July 1, 1896..61 (9*v*)

D

Return *re* dismissal of Dr. Clarence T. Campbell, P. O. Inspector, London, Ont.. .. ..61 (9*w*)

Return *re* number of Postmasters dismissed in Missisquoi, since Oct., 1911.. .. ..61 (9*x*)

Return regarding changes in Post Offices, or Postmasterships, in Bonaventure Co., between Dec. 5, 1912, to date.. .. ..61 (9*y*)

Return *re* dismissal of S. A. Johnson, Postmaster at Petite Rivière, N.S.61 (9*z*)

Return *re* dismissal of Murdock McKenzie, Postmaster, Millville, Boulardarie, N.S.. .. ..61 (10*a*)

Return *re* dismissal of Jas. Stewart, Postmaster, Middleton, N.S.. .. ..61 (10*b*)

Return *re* dismissal of Lauchlin McNeil, Postmaster, New France, N.S.. .. ..61 (10*c*)

Return *re* dismissal of Frank Dunlop, Postmaster Groves Point, N.S.. ..61 (10*d*)

Return *re* dismissal of A. W. Salsman, Postmaster, Middle Country Harbour, N.S.. .. ..61 (10*e*)

Return *re* dismissal of Richd. Conroy, Postmaster, Cross Roads, N.S....61 (10*f*)

Return *re* dismissal of Abner Carr, Postmaster, St. Francis Harbour, N.S.. .. ..61 (10*g*)

Return *re* dismissal of Parker Sangster, Postmaster, Upper New Harbour, N.S.. .. ..61 (10*h*)

Return *re* dismissal of Alex. Marion, Postmaster, Rockland, Ont.. .. ..61 (10*i*)

Return Relating to charges of offensive partisanship against Postmasters in Co. of Russell.. .. ..61 (10*j*)

Return *re* dismissal of Mathew Boutilier, Postmaster at Mushaboom, N.S.. .. ..61 (10*k*)

Return *re* Names of Postmasters dismissed in Co. of Joliette from 1896, to Sept. 1911, &c.. .. ..61(10*l*)

Return *re* dismissal of T. Doane Crowell, Postmaster at Shag Harbour, N.S.. .. ..61 (10*m*)

Return *re* dismissal of Postmasters in Co. of Vaudreuil, dates of appointment, &c.. .. ..61 (10*n*)

Return *re* dismissal of Mrs. Spinney, Postmistress, at Upper Port La Tour, N.S.. .. ..61 (10*o*)

D

Return *re* Number of Postmasters dismissed in Rimouski Co., since Sept. 21, 1911, &c.. .. ..61 (10*p*)

Return *re* Number of public officials dismissed in Co. of Wright to Dec. 19, 1912, &c.. .. ..61 (10*q*)

Return *re* dismissal of John R. McLennan, Janitor Public Buildings, at Inverness Town, N. S.. .. .. ..61 (10*r*)

Return *re* dismissal of Jas. Arbuckle, Caretaker Public Buildings, Pictou, N.S.. .. ..61 (10*s*)

Return *re* dismissal of Mary Dunlop, Telegraph Operator at Groves Point, N.S.. .. ..61 (10*t*)

Return *re* dismissal of foremen on public works in Co. of Gloucester, N.B., from Sept. 21, 1911, to date..61 (10*u*)

Return *re* dismissal of Capt. Lyons of Dredge *Northumberland*, and appointment of successor.. .. .. ..61 (10*v*)

Return *re* dismissal of Jas. McCartin, Concrete Inspector on the 'Plaza,' City of Ottawa.. .. ..61 (10*w*)

Return *re* dismissal of Robt. C. Morrison, Postmaster at St. Peters, N.S.. .. ..61 (10*x*)

Return *re* dismissal of Richd. Dugas, Storm Signal Attendant at Alder Point, N.S.. .. ..61 (10*y*)

Return *re* Names of all officials of Dept. of Marine and Fisheries, Co. of Pictou, N.S., who have been dismissed.. .. ..61 (10*z*)

Return *re* dismissal of Wm. L. Munro, Lightkeeper at Whitehead, N.S..61 (11*a*)

Return *re* dismissal of Alex. R. McAdam, Fishery Officer for Antigonish Co., N.S.. .. ..61 (11*b*)

Return *re* dismissal of Stephen C. Richard, Lightkeeper at Charlos Cove, N.S.. .. ..61 (11*c*)

Return *re* Names, &c., of all persons in each Dept., inside and outside service, from Oct. 10, 1911, &c., dismissed from office.. .. ..61 (11*d*)

Return Relating to Public Officers dismissed in District of Lotbiniere, by present Govt.. .. ..61 (11*e*)

Return *re* dismissal of Miss Gertie Lewis, Postmistress at Main à Dieu, Cape Breton South, N.S....61 (11*f*)

D

Return *re* dismissal of John Taylor late Postmaster at Carnduff, Sask., &c.. .. ..61 (11*g*)

Return *re* dismissal of Frederick Mitchell, Postmaster at Dominion, N.S.. .. ..61 (11*h*)

Return *re* dismissal of Thos. J. Sears, Postmaster at Lochaber, N.S.. ..61 (11*i*)

Return *re* dismissal of Postmaster at Alsask, Saskatchewan.. .. ..61 (11*j*)

Return *re* dismissal or appointment of Fishery Guardians, &c., Co. of Guysborough, N.S.. .. ..61 (11*k*)

Return *re* dismissal of John. R. Morrison, Postmaster at Oban, Richmond Co., N.S.. .. ..61 (11*l*)

Return *re* dismissal of A.G. McDonald, Postmaster at North East Margaree, N.S.. .. ..61 (11*m*)

Return *re* Number of dismissals from Constituency of Qu'Appelle, by present Govt. to Dec. 5, 1912.. .. ..61 (11*n*)

Return *re* dismissal of David Reid, Fishery Officer, Port Hilford, N.S.61 (11*o*)

Return *re* dismissal of Robert Musgrave,, Postmaster at North Sydney, N.S.. .. ..61 (11*p*)

Return *re* dismissal of A. D. Archibald, Postmaster, Glenelg, N.S..61 (11*q*)

Return *re* dismissal of Leon N. Poirier, Postmaster, Descouse, N.S..61 (11*r*)

Return *re* dismissal of Norman McAskill, Postmaster, Framboise, N.S.61 (11*s*)

Return *re* dismissal of A. T. Doucet, Postmaster and Collector of Customs, Salmon River, N.S.. .. ..61 (11*t*)

Return *re* dismissal of Mrs. Annie Gallivan, Postmistress, Whitney Pier, N.S.. .. ..61 (11*u*)

Return re dismissal of W. J. Paquet, Postmaster at Souris, P. E. I...61 (11*v*)

Return *re* dismissal of Postmaster at St. Anaclet, Rimouski Co., Que..61 (11*w*)

Return *re* dismissal of George Gunn, Postmaster at French Village, P. E. Island.. .. ..61(11*x*)

Return *re* number of dismissals from public offices riding of Mackenzie, Sask.. .. ..61 (11*y*)

Return *re* W. J. Code, Commissioner in *re* all charges investigated by, also Report of same.. 61

D

Return *re* dismissal of D F. McLean, Fishery Overseer, Port Hood, N.S.61 (12*a*)

Return *re* dismissal of J. Scott Nelson, Postmaster at Louisdale, N.S.. ..61 (12*b*)

Return *re* dismissal of Jos. McMullen, from Post Office, Bridgeport, N.S.61 (12*c*)

Return *re* dismissal of Fredk. A. Martell, Postmaster at L'Ardoise, N.S.61 (12*d*)

Return *re* dismissal of John A. Macdonald, Postmaster at McArras Brook, N.S.. .. ..61 (12*e*)

Return *re* Correspondence, &c., *re* dismissal of all officials from each Dept. inside and outside service, since Oct. last past.. .. ..61 (12*f*)

Return *re* dismissal of Edwd. Doucet, Sub-collector of Customs, Digby, N.S.. .. .. 61 (12*g*)

Return *re* dismissal of Mr. Le Blanc, Sub-collector of Customs, Church Point, N.S.. .. ..61 (12*h*)

Return *re* dismissal of John C. Bourinot, Chief Customs Officer, Port Hawkesbury, N.S.. .. ..61 (12*i*)

Return *re* dismissal of Alex. E. Morrison, Point Tupper, N.S., from service of I. C. Ry.. .. ..61 (12*j*)

Return *re* Documents, &c., received from Canadian Brotherhood of Railway Employees by Departments of Labour and Railways and Canals relating to dismissals of employees, &c.. .. ..61 (12*k*)

Return *re* dismissal of Jas. Falconer, of Newcastle, N.B., Correspondent of *The Labour Gazette*.. .. ..61 (12*l*)

Return *re* dismissal of John B. Chisholm, Lightkeeper, Port Hastings, N.S.. .. ..61 (12*m*)

Return *re* dismissal of Epiphane Nadeau, Immigration Agent at St. Leonard, N.B.. .. ..61 (12*n*)

Return *re* dismissal of D. J. Morrison, Boatman, Customs Service, Big Bras D'Or, N.S.. .. ..61 (12*o*)

Return *re* dismissal of Rod. McLeod, Boatman, Customs Service, Big Bras D'Or, N.S.. .. ..61(12*p*)

Return *re* dismissal of D. McLachlin, Postmaster, Marble Mountain, N.S.61 (12*q*)

Return *re* dismissal of Abram LeBlanc, Postmaster, West Arichat, N.S.. .. ..61 (12*r*)

Return *re* dismissal of Charles R. Lafford, Grand Cove, Richmond Co., N.S.. .. ..61 (12*s*)

D

Return *re* dismissal of W. S. Lawrence, Postmaster, Margrave Harbour, N.S.. .. ..61 (12*t*)

Return *re* dismissal of John K. McDonald, Postmaster at Whycocomagh, N.S.. .. ..61 (12*u*)

Return *re* dismissal of Capt. P. J. Wilcox, Customs Officer at Louisburg, N.S.. .. ..61 (12*v*)

Return *re* dismissal of M. J. McKennon, Customs Officer, Glace Bay, N.S.. .. ..61 (12*w*)

Return *re* dismissal of Capt. John Arsenault, Telegraph Line repairer, Alder Point, N.S... .. ..61 (12*x*)

Return *re* dissmissal of Mrs. John Arsenault, Telegraph Operator, Alder Point, N.S.. .. ..61 (12*y*)

Return *re* dismissal of A. J. Wilkinson, Mulgrave, N.S.. .. ..61 (12*z*)

Return *re* Charges made against Mr. H. A. Bayfield, Superintendent of Dredging, British Columbia..... ..61 (13*a*)

Return *re* dismissal of H. G. McKay, Lightkeeper at Bird Island, N.S.61 (13*b*)

Return *re* dismissal of Michael O'Brien Lightkeeper at Bear Island, N.S...61 (13*c*)

Return *re* dismissal of J. H. Leduc, Medical Port Officer at Three Rivers, Quebec.. .. ..61 (13*d*)

Return *re* dismissal of Patk. Shea, Postmaster, Tompkinsville, N.S...61 (13*e*)

Return *re* dismissal of Elias Rawding, Postmaster, Clementsport, N.S...61 (13*f*)

Return *re* dismissal of Chas. McLean, Postmaster, Strathlorne, N.S.....61 (13*g*)

Return *re* dismissal of Angus R. McDonald, Postmaster at Broad Cove Chapel, N.S.. .. ..61 (13*h*)

Return *re* dismissal of John McPhail, Postmaster at Scotsville, N.S... ..61 (13*i*)

Return *re* Conduct of J. Morgan, late Postmaster, Village of Ailsa Craig, Ontario.. .. ..61 (13*j*)

Return *re* dismissal of Roderick McLean, Postmaster at Kenlock, N.S.61 (13*k*)

Return *re* dismissal of Allan Gillis, Postmaster at Gillisdale, South West Margaree, N.S.. .. ..61 (13*l*)

Return *re* dismissal of David Shaw, Postmaster at Marsh Brook, North East Margaree, N.S.. .. ..61 (13*m*)

D

Return *re* dismissal of Helen Joubert, Postmistress at Sayabec, Que....61 (13*n*)

Return *re* dismissal of D. A. Redmond, Postmaster at Brinston, Ont.. ..61 (13*o*)

Return *re* dismissal of Dan McEachern Postmaster at McEachern's Mills, N.S.. .. ..61 (13*p*)

Return *re* dismissal of Daniel Dunlop, Postmaster at New Campbellton, N.S.. .. ..61 (13*q*)

Return *re* dismissal of Arthur Armstrong, Postmaster, Greenfield, Carleton Co., N.B.. .. ..61 (13*r*)

Return *re* dismissal of Alex. Matheson, Postmaster, Boulardarie Centre, N.S.. .. ..61 (13*s*)

Return *re* dismissal of Arthur Talbot, Postmaster, Robertsville, Quebec..61 (13*t*)

Return *re* dismissal of N. O. Lyster, Postmaster at Lloydminster, Sask.61 (13*u*)

Return *re* dismissal of Mrs. Maggie Cameron, Postmistress, Achosnach, N.S.. .. ..61 (13*v*)

Return *re* dismissal of David Fraser, Postmaster at North East Margaree, N.S.. .. ..61 (13*w*)

Return *re* dismissal of W. Stayley Porter, Postmaster, Port Maitland, N. S.. .. ..61 (13*x*)

Return *re* dismissal of Alex. McQueen, Postmaster, Kowstoke, N.S.. .. ..61 (13*y*)

Return *re* County of Berthier, number of employees dismissed in, &c., since Sept. 21, 1911.. .. ..61 (13*z*)

Return *re* dismissal of Jesse L. Morton, Postmaster at Lower Argyle, N.S.. .. ..61 (14*a*)

Return *re* dismissal of Mrs. M. C. Gaudet, Postmistress at West Pubnico, N.S.. .. ..61 (14*b*)

Return *re* dismissal of John P. MacKinnon, Section Foreman on I. C. Ry., at Shubenacadie, N.S.. .. ..61 (14*c*)

Return *re* dismissal of Mary A. Bohan, Postmistress, Bath, Carleton Co., N.B.. .. ..61 (14*d*)

Return *re* dismissal of Edwd. Lafferty, Postmaster at Benton, Carleton Co., N.B.. .. ..61 (14*e*)

Return *re* dismissal of Denis McGaffigan, Postmaster at Florenceville, Carleton Co., N.B.. .. ..61 (14*f*)

D

Return *re* Documents *re* changes made or asked for in Dept. Marine and Fisheries, Bonaventure Co., Dec. 5, 1912, to date.. .. ..61 (14*g*)

Return *re* dismissal of J. A. McKenzie, Postmaster at Ashfield, Inverness Co., N.S.. .. ..61 (14*h*)

Return *re* dismissal of Jas. Bowles, Postmaster at Alder River, N.S..61 (14*i*)

Return *re* dismissal of Mr. Edmund Lacroix, Postmaster, Parish of St. Joseph du Lac, Co. Two Mountains, Quebec.. .. ..61 (14*j*)

Return *re* Lighthouse Keeper, Parish of Repentigny, Co. of L'Assomption, Quebec.. .. ..61 (14*k*)

Return *re* dismissal of B. C. Kanock, late Shipping Master at Lunenburg, N.S.. .. ..61 (14*l*)

Return *re* dismissal of Ulric Thibaudeau, Agent for Pilots at Quebec..61 (14*m*)

Return *re* Names of all officials of Marine and Fisheries Dept. in Pictou Co., N.S., dismissed, and appt. of successors.. .. ..61 (14*n*)

Return *re* dismissal of Capt. Freeman Myers, Postmaster at Cole Harbour, N.S.. .. ..61 (14*o*)

Return *re* Public Officers removed by present Govt. in Dist. of St. James, Montreal, Quebec.. .. ..61 (14*p*)

Return *re* All employees of Govt. in Edmonton dismissed between Oct. 10, 1911, and Nov. 21, 1912, salary paid, &c.. .. ..61 (14*q*)

Return *re* All officials in Dist. of Sunbury and Queens, dismissed since Sept. 1911; also *re* appointment of successors.. .. ..61 (14*r*)

Return *re* dismissal of Levi Munroe, Harbour Master, White Head, N.S.61 (14*s*)

Return *re* dismissal of Stanford Langley, Postmaster at Isaacs Harbour North, N.S.. .. ..61 (14*t*)

Return *re* dismissal of Hugh R. McAdam, Postmaster at Arisaig, N.S., appointment of successor.. .. ..61 (14*u*)

Return *re* dismissal of J. J. McNeil, at Grants Lake, N.S., &c.. .. ..61 (14*v*)

Return *re* dismissal of Alex.. McInnis, Car Inspector I. C. Ry. at Mulgrave, N. S., &c.. .. ..61 (14*w*)

D

Return *re* dismissal of Archd. McDonald, Bridge Tender on I. C. Ry., at Grand Narrows, Iona, N.S..61 (14*x*)

Return *re* Names of all Officials dismissed in Shelburne and Queens, N.S., from Dec. 1896.. .. ..61 (14*y*)

Dea, Edmund, Investigation into conduct of as Overseer of Lobster Hatchery at Port Daniel, Que.. .. .. 95*e*

Demarcation of meridian, 141st Degree of West Longitude, Return *re*.. 91

Destructive Insect and Pest Act.. 49

Des Prairies River, dredging of, work performed, men employed, &c.. .. .. 135*b*

Digby, N.S., Documents *re* purchase of land for wharf at.. .. .. 203*d*

Dominion Lands, disposition of between April 8, 1905, and 1911.. .. .. 52*c*

Dominion Lands Act, Chap. 20, Statutes of Canada, Sec. 77 of.. 52

Dominion Lands Survey Act, Chap. 21, 7-8 Edwd. VII., O. C. *re*.. .. .. 52*a*

Dominion Lands within 40 mile Railway Belt Prov. of B.C., Orders in Council *re*.. .. .. 52*b*

Dominion Police Force, Report of Commissioner, *re* number of men employed on.. 79

Dominion Rifle Range in Co. of Carleton, date of purchase, and from whom. 123

Donaldson, Arthur, *re* Homestead entry on N. ½ S. W. ¼ Sec. 8, Tp. 49, R. 26, W. of 2nd Meridian, Sask.. .. .. .. 147*a*

Donaldson, Arthur, Correspondence *re* patent for land in Tp. 49, Range 26, West of 2nd Meridian.. 147

Dredging Contracts, how many let by Dept. Public Works, during 1911-1912. 135

Dredging made in Harbour of Bathurst, N.B., by Dredge *Restigouche*.. .. .. 135*e*

Dredging of Des Prairies River, Works performed, men employed, &c.. .. .. 135*b*

Dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure Co., Quebec.. .. .. 135*a*

Dredging, Amt. of done by Govt. in P. E. I., season of 1912, &c.. .. .. 135*d*

Duchemin, Commissioner, *re* salary of, personal expenses, expenses for witnesses' fees, *re* investigations in Antigonish Co., N.S.. 175

Duchemin, Commissioner, Date of appointment of, gross amt. paid to, amt. for travelling expenses, witness fees, &c.. .. .. 175*a*

E

Earl Grey, D.G. Str., strike of firemen, and others employed on, 1912-1913.... 114

Earl Grey, D.G. Str., Investigation into causes of stranding of at Toney River, N.S.. .. .. 95*d*

East half of section 27 in Township 6, Range 2, West of third Meridian.. .. 126

Eastern Provinces, Return *re* cause for depopulation of country places, and high cost of living.. 129

Eastern Canada Power Co., *re* application to raise head of river near Coteau, Cedars, &c.. 180

Edmonton, Constituency of, appointments by Dom. Govt. in, from Oct. 10, 1911, to date.. .. .. 72*i*

Electric Lighting of Govt. Buildings, &c., at Ottawa, *re* name of Company holding contract for, &c.. 206

Election, Twelfth General, Report of the 18

Elections, By, for House of Commons for year 1912.. .. .. 18*a*

Employees in different Depts. at Ottawa, and nine Provinces and Territories, who have left employment since Oct. 1911 to Jan. 10, 1913.. 119

Employees in different Depts. at Ottawa, and nine Provinces and Territories, who have left employment since Oct. 1911 to Jan. 10, 1913 (Supplementary) 119*a*

Engineer, District, in Bonaventure Co., Quebec, Report of.. 176

Express statistics 20*e*

Experimental Farms, Report of Director of.. 16

Experimental Farm at Ste. Anne, appointment of Mr. J. Begin as Manager of.. .. .. 72*c*

External Affairs.. .. .. 29*a*

Estimates:—

Estimates of sums required for Dominion for year ending March 31, 1913.. 3

Estimates, Supplementary, for year ending March 31, 1913.. 4

Estimates, Supplementary for year ending March 31, 1914.. 5

F

False Cove Flats, Vancouver, B.C., Lease of.. 115

F

Farm Labourers in Ontario, Complaints against Agents for placing in, during year 1910-1911.. 47

Farmers Bank, *re* correspondence relating to action by Govt. regarding relief of shareholders, depositors, &c.. 153

Farmers Bank, Report of Sir Wm. Meredith, Commissioner, into all matters connected with, &c.. .. .. 153*a*

Fenian Invasion, *re* Petition of Firmin Thibault, for indemnity.. 122

Female Labour, Documents *re* Revised Statutes of Sask., Chap. 17, regarding same.. 167

Fernie, B.C., *re* awarding of contract for construction of a drill hall, at.. 197

Fernie, B.C., Documents, &c., *re* awarding contract for, also copies of all tenders.. .. .. 197*a*

Fish Warden, Baker Lake, Madawaska Co., N.B., claims of present.. 141

Field Battery No. 10, Claims compensation by owners of horses attached to, in summer of 1912, &c.. 202

Florence Mining Co., Copy of Report of Minister of Justice in *re*.. 142

Franking Privileges, used by Provinces of Dominion, for Statistics.. 217

Forest Reserves and Parks Act, Sec. 19, Chap. 10, 1-2 Geo. V., Orders in Council *re*.. .. .. 56*a*

Forest Reserves, North side of Saskatchewan opposite city of Prince Albert, *re* the setting apart of.. 192

Freight Tariffs, different, in force on Ry. lines from Metapedia, N.B., Copy of.. 105

Freight Tariffs, different, in force on

Freight Tariffs, different, in force on Ry. lines from Sunnybrae, N.S., &c.. .. .. 105*a*

G

Grand Trunk Pacific Ry.:—

Documents relating to Labour conditions on, between Tête Jaune Cache, and Fort George.. 166

Geological Survey Branch, Dept. of Mines, Report of.. 26

Geographic Board, Report of for year ending June 30, 1912.

Giffin, Chas. G., Isaac's Harbour, N.S., cancellation of contract with, *re* Lobster Hatchery.. 156

G

Governor General's Warrants (Statement of).. 43
Grand Etang, Documents in Dept. Public Works, *re* harbour improvements at. 203*f*
Grand Etang, Documents in Dept. Public Works *re* harbour improvements at 203*f*
Quebec, St. John, N.B., and Halifax, during twelve months preceding 31st of Dec. 1912, showing domestic and foreign.. 151
Grosse Isle, Quarantine Station, appointment of additional physician at. 72
Grosse Isle, Quarantine Station, appointment of Physician at.. .. .. .. 72*f*
Guardian Life Insurance Co. *re* transfer of, from Dept. at Ottawa to Ins. Dept. Toronto.. 188
Gunshed or Store House for equipment of 18th Field Battery of Artillery, Antigonish, N.S.. 196

H

Harkaway Post Office, regarding closing of, and change of mail service.. .. ....158*i*
Hatfield, Chas. W., Fishery Officer on Tuskett River, N.S., appointment of.. 72*b*
Homestead Inspectors Rathwell and Erratt, *re* work done by in Moosejaw Land district.. 218
Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, on work, in Regina Land district.. .. .. 218*a*
Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, expenses of in months of June and July, 1912.. .. 218*b*
Homestead Inspector Miller, of Moosejaw Land district, expenses of in month of July, 1912, &c.. .. .. 218*c*
Homestead Inspectors Shields and McLaren, work performed by in Swift Current Dist.. .. .. 218*d*
Homestead Inspectors Shields, McLaren, Erratt and Rathwell, expenses in June and July, 1912.. .. .. 218*e*
Hudson Bay Co.'s Survey, patent relating to Lot No. 217 in Parish of St. John, Winnipeg.. 201
Hudson Bay Ry., Land withdrawn from settlement along line of, &c.. 232
Hudson Bay Ry., Purchase of land at Le Pas for terminals of.. 233

I

Indian Lands:—
Sale of alleged Indian lands at Nyanza, N.S., &c.. 165
Re lands sold by Coté's Band of Indians, also letters, &c., addressed to Supt. Genl. of Indian Affairs.. .. .. 165*a*
Insurance, Report of Supt. of, for year ended 1912.. 8
Intercolonial Railway:—
Correspondence *re* supply of castings, and purchase of scrap iron.. 83
Names of employees on dining cars of, and nature of employment.. .. 83*a*
Relating to a strike of temporary employees on, at Halifax, N.S.. .. .. 83*b*
Respecting an inquiry concerning an accident on, at St. André, Que.. .. 83*c*
Inquiry and copy of evidence taken by Superintendent of, in reference to A. Laugnay.. .. .. 83*d*
Relating to construction of a branch line of into Guysborough Co., N.S.. 83*e*
Relating to transportation of hay over for farmers of Antigonish Co., N.S. 83*f*
Relating to supply of ice for use of at Mulgrave, N.S.. .. .. 83*g*
Relating to Documents on file in Dept. of Railways regarding public wharf at Sackville, N.B.. .. .. 83*h*
Relating to Tender for supply of castings for, during present year.. .. 83*i*
Showing how many kegs of nails were purchased for in 1912.. .. .. 83*j*
Showing amounts received for freight and passengers for 12 months, years 1910, 1911, 1912.. .. .. 83*k*
Re Water supply system at Dorchester Station, N.B.. .. .. 83*l*
Re Case of M. L. Tracy of Mechanical Dept. of I. C. Ry., &c.. .. .. 83*m*
Re Statement of amounts collected by I.C.Ry. for freight on Hay from Amherst consigned to Whidden & Son.. 83*n*
Re proposed reduction of working hours for employees on I. C. Ry. at Moncton, or other points on.. .. 83*o*
Re correspondence made by Sydney, N.S., Board of Trade, *re* better and increased facilities, on Sydney division.. .. .. 83*p*
Re claim for damages for death of son of Thos. Hoare, killed at crossing of I. C. Ry., Stellarton, N.S.. .. .. .. 83*q*

I

Re collision at St. Moise in Feb. 1913, between trains of E. Smith and regular No. 99.. .. .. 83*r*

Return *re* names, occupations, &c., of all employees of I. C. Ry., dismissed in Co. of Rimouski, since September 21, 1911. (*See also dismissals*).. .. .. 83*s*

Copy of Report of Privy Council of May 5, 1913, *re* appointment of F. P. Gutelius.. .. .. 83*t*

Documents in Dept. of Postmaster General, *re* mail facilities between Moncton, N.B., westward toward St. John, and between Moncton and Springhill Junction, N.S., and other points.. .. .. 83*u*

Return *re* contract for construction of any cars for I. C. Ry., since Jan. 1, 1913, &c.. .. .. 83*v*

All amounts collected by, for freight on Hay from Amherst, &c., to Antigonish, in Jan., Feb. and March, last.. .. .. 83*w*

Immigrants coming into Canada year ending March 31, 1913, inspected by Govt. Medical Inspectors, &c.. .. .. 160*a*

Interprovincial Bridge, proposed, between Hawkesbury, Ont., and Grenville, Que.. 220

Icebergs and land, Report on the influence of on the temperature of the sea.. .. .. 21*c*

Iceton, Wm., of Purcell's Cove, claim of for return of a boat by Dept. of Marine.. 144

Immigration, Report of Inspector of Agents *re* placing of Immigrants, also Report *re* placing of in Ontario and Quebec during years 1910 and 1911.... 46

Immigration Office at Boston, U.S., *re* closing of in 1911, &c.. 84

Immigrants, number of who settled in Canada in 1911-1912, and from where.. 160

Imperial Defence, representations of the Committee on.. 85

Imports and Exports of Canada with Great Britain, U. S., Australia and New Zealand, during year ending March 31, 1912, in Agricultural products, &c.. 152

Increase in prices charged Canadian Fishermen for Manilla Cord, &c.. .. 185

I

Indian Affairs, Report of Department of.. 27

Indians of Micmac Reserve of Ste. Anne, Amount paid for Medical attendance, &c.. 164

Indians of B.C., Claims put forth on behalf of, &c., Report of Jas. McKenna on.. 159

Indians of B.C., Correspondence, Orders in Council *re* claims of, between Govt. of B.C. and Dom. Govt., &c.. .. .. .. 159*a*

Indian Reserves of B.C., Commission appointed to investigate.. 88

Industrial Disputes.. .. .. 36*a*

Influence of Icebergs and Land, on the temperature of the sea, &c.. .. .. .. 21*c*

Inland Revenue:—

(Part I) Excise.. 12

(Part II) Weights and Measures, &c. 13

(Part III) Adulteration of Foods, &c. 14

Insurance Companies, Abstract of Statements of for year ended 1912.. 9

Insurance Rates between Canadian Atlantic Ports, and Ports in United Kingdom.. 89

Interior, Report of Department of.. .. 25

Internal Economy, Report of Commissioners of for preceding year, &c.. .. 58

Investigation at Port Daniel West, Que., into conduct of Edmund Dea, &c.. .. 95

International Waterways, Report of Commission on, &c.. .. .. 19*a*

Isle Verte, Co. of Temiscouata, *re* placing of a light on Wharf at.. 193

J

Japan, Treaty of Commerce and Navigation between United Kingdom and.. 190

Japan, Memo. of Consul General for, respecting regulation of emigration from Japan to Canada.. .. .. 190*a*

Justice, Report of Department of.. 34

K

Keewatin Territory, School System established in portion of annexed to Manitoba.. 168

Kelly, F. W., M.D., appointment of by Govt. as Port Physician at Bridgewater, N.S.. .. .. 72*h*

Kitsilano Indian Reserve, Documents dated since January 1, 1912, relating to.. .. .. 159*d*

K

Kraut Point, Lunenburg Co., N.S., *re* papers regarding construction of wharf at.. .. .. 179*a*

L

Land, area of thrown open for pre-emption &c., in Provs. of Alberta and Sask. since Oct. of 1908, &c.. 172

Land, one mile in width along line of Hudson Bay Ry., withdrawn from settlement, &c.. 232

Laurentides, construction of Public Building at, &c.. .. .. 207*a*

Labour, Report of Department of.. .. 36

Labour Gazette, The, names, professions, residences, &c., of correspondents of.. 199

Lake Timiskaming, construction of a dam at foot of, for storage purposes.. 120

Lake Timiskaming Dam, construction of in 1908 and 1909.. .. .. 120*a*

Lauzier, Arsene, of Amqui, Que., Inquiry made as to accident to horse of. 146

Laugnay, evidence taken at inquiry in reference to.. .. .. 83*d*

Lebœuf, Aurile, cancellation of lease No. 18778, by Minister of Rys.. 80

Librarians, Joint, Report of, for 1912.. 33

Lighthouse Keepers, List of removed by present Govt. in Co. of Two Mountains.. .. ..61 (7*l*)

Liquor, Return *re* Section 88, Chap. 62, R. S., respecting amount of brought into N. W. Territories of Canada, &c. 112

Lévis, Dry Dock at, also Port of Quebec, Papers, &c., *re* construction of at.. .. 204*b*

Lévis, Dry Dock of, Report of Mr. Chas. Smith against Sampson et al.. .. .. 204*a*

Lena, Jean Baptiste, and his wife, *re* work done at public buildings at Valleyfield, Que.. 136

Lieut. Governors of different Provinces of Canada, instructions sent with Commissions.. 143

List of Shipping, issued by Dept. of Marine and Fisheries for year 1912.. .. 21*b*

Little Manitou Lake, Sask., Memo. *re* certain area transferred to town of Waterous, &c.. 219

Lobster Hatchery, establishment of at Spry Bay, Halifax Co., N.S.. 66

Lot No. 217 of the Hudson Bay Co's. Survey in Parish of St. John, Winnipeg.. 201

M

Militia and Defence:—

Report of Militia Council year ending March 31, 1912.. 35

Copies of Gen. Orders promulgated to Militia between Nov. 2 and Nov. 5, 1911.. 68

Purchase of, and subsequent repairs to a private car by Dept. of.. 163

Militia or regular forces, date of first call to aid of Civil authorities, called since, &c.. 127

Marine and Fisheries, Report of Dept., (Marine).. 21

Marine and Fisheries, Report of Dept., (Fisheries).. 22

Mastin, Miss, *re* presentation of certain chinaware to Govt. by, &c.. 198

Mayflower, Steamer, investigation *re* wreck of in November, 1912, &c.. .. 95*b*

Medicine Hat, Alta., *re* correspondence respecting transfer of 'Police Point Reserve,' to.. 145

Medical Attendance, &c., on Canadian boat fishermen.. 64

Melanson, Jos., clerk at Bathurst, N.B., alleged defalcation in accounts of.. 103

Memo. of Consul General of Japan *re* regulation of emigration from Japan to Canada.. .. .. 190*a*

Memorial presented to Govt. by Delegation from Govt. of P. E. Island, *re* subsidy.. 124

Mennier, Chas., ex-collector of Customs at Marieville, Que., *re* a claim of.. .. 157

Mexico, Return *re* correspondence between Dept. Trade and Commerce, *re* closing of office of Trade Commissioner in, &c.. 111

Militia, Return showing when regular force first called out in Canada, &c.. 127

Mines Branch, Department of Mines, (Report).. .. .. 26*a*

Miscellaneous Unforeseen Expenses.. .. 39

Molasses imported into Canada from British West Indies for year ending March 31, 1912, under Trade agreement with, &c.. 74

Monk, Hon. Mr., letter of resignation, &c.. 75

Moore, W. F., Lieut.-Col., 20th Regt. Halton Rifles, *re* resignation of.. .. 113

M

Moral Instruction in Canadian Public Schools, Report by Mr. J. A. M. Aikins.. 96
Mulgrave, N.S., and Cheticamp, N.S., Steam Service between, in years 1910-1911, 1911-1912 and 1912-1913.. .. .. .. 222a
Murray, Sir Geo., Report of on Organization of Public Service of Canada.. 57a
Macdonald, John, appt. of as Inspector Inland Revenue, Maritime Provinces. 72g
Marine Hospital at Pictou, N.S., correspondence *re* disposition of to any corporation or persons, &c.. 155
Mails and Mail Contracts:—
Mail Contracts cancelled in Bonaventure Co., since Oct. 1, 1911.. .. 62
Rural Mail Delivery routes established since Oct. 1, 1912.. .. .. 62a
Mail contract, cancellation of between Postmaster General and Mr. Beeman.. .. .. 62b
Mail Contract for carrying between Sorel and Ste. Victoire, Co. of Richelieu.. .. .. 62c
Mail Contract for carrying between Heatherton and Guysborough, N.S., for 1912.. .. .. 62d
Rural Mail between Salt Springs and West River Station.. .. .. 62e
Rural Mail between Merigonish Station and Arisaig, Pictou Co., N.S.. 62f
Contract for carrying mails between Linwood Station and Linwood P.O. 62g
Correspondence *re* Railway Mail Service in Bonaventure Co., from Oct. 1911 to date.. .. .. 62h
Contracts for carrying mails between St. Andrew and Beauley, Co. of Antigonish, N.S.. .. .. 62i
Changes made in contract for carrying mails in Berthier Co., since Sept. 21, 1911, &c.. .. .. 62j
Mail Contract *re* letting of between Guysborough and Charlos Cove, N.S.. .. .. 62k
Names of various Ry. Mail Clerks in Montreal and Quebec divisions, &c.. .. .. 62l
Contract between P. O. Dept. and Ont. Equipment Co., *re* purchase of locks for mail bags.. .. .. 62m
Re correspondence, &c., between Postmaster General and Dr. Faucher, respecting patent lock for mail bags. 62n

M

Correspondence between Postmaster General and Mr. Aimé Dion, Que., *re* patent lock for mail bags.. .. .. 62o
Documents in possession of P. O. Dept. *re* carrying of mails between Linwood and Grosvenor, Guysborough Co., N.S.. .. .. 62p
Names of Mail Carriers in Co. of Vaudreuil and Soulanges, amount of each contract, &c.. .. .. 62q
Number of Post Offices in Co. of Yarmouth, N.S., not served with daily mail, &c.. .. .. 62r
Contracts *re* purchase of Rural Mail delivery boxes, made by P. O. Dept. since 1908, until Jan. 1, 1912.. .. .. 62s
Names of Post Offices and Postmasters in Counties of Soulanges and Vaudreuil.. .. .. 62t
Mail Routes, Rural, established in Pictou Co., N.S., since Oct. 1911.. .. .. 62u
Re purchase of new locks for mail bags by P. O. Dept., from Ont. Equipment Co., &c.. .. .. 62v
Re Contract for carrying mails between Post Office and C. P. R. Station at Three Rivers, Que. since Oct. 1911.. .. .. 62w
Re cancelled contract of M. E. Bougie for carrying mails between P. O., and Ry. Station, Bromptonville, Quebec.. .. .. 62x

Mc

McKelvey, Jas., of town of Sarnia, application of for Fenian Raid Bounty. 128
McKenzie, General, Documents, &c., *re* resignation of.. .. .. 75b

N

Nadeau, Louis, appointment of as Postmaster at St. Christine, Co. of Bagot. 72e
National Gallery of Canada, Return *re* acquisition of Paintings, &c., names of Artists, &c., since 1891.. 121
Navy, Royal Canadian:—
Award of Compensation to men belonging to.. 48
Naval Service, Report *re*.. 38
Copies of plans in Tenders of Messrs. Cammel, Laird & Co., *re* construction of ships for Canadian Navy.. 48a
Tenders for ships of War of Canada. 60

N

Navel Cadets, amendment to the regulations for entry of, Copy of O. C. *re*.. .. .. 48*b*

Northeast ¼ 14-75-15-5, Documents *re* during years 1911, 1912, 1913 to date.. .. 187*e*

Northumberland Strait, Reports in connection with Tides and Currents of.. 86

North ½ of S. West ¼ Sec. 8, in Tp. 49, Range 26 West of 2nd Meridian, Memo. *re* patent for.. 147

North Bay to Sturgeon Falls, Ont., *re* construction of a highway road from. 178

Northwest of 30-25-7-2, Documents relating thereto.. .. .. 178*b*

Northwest quarter section, 29-10-18, W, *re* documents connected with sale of. 187*d*

Nyanza, Cape Breton Co., N.S., sale of alleged Indian lands at.. 165

O

Ocean Mails Passenger and Freight Steamship Service between Canada and Great Britain, and Great Britain and Canada, Articles of agreement for said service, with contract for, &c.. 194

Official Statistics of Canada, Report of Departmental Commission.. .. .. ..77 & 90

Oil Paintings, Subjects of, which have become the property of the National Gallery of Canada.. 121

Ontario, Prov. of, respecting extension of boundaries of.. 101

Ontario and Quebec, area of Territories added to by Statutes of 1912.. 184

Ordinances of the Yukon Territory, (year 1912).. 51

Ordinances of the Yukon Territory, (year 1913).. 225

Orders in Council *re* seizure of horses from John Gobel, for smuggling same across to United States.. 212

Ottawa Improvement Commission, (Report of).. 42

Ottawa River, Amount of money expended on improving channel of, between Hull and village of Masson. 137

Ottawa, Properties purchased in, by Govt. North of Wellington and West of Bank Sts.. 177

P

Patent Number 142823, Petitions, plans, &c., in Patent Branch.. 214

P

Patent for N. ½ of S. W. ¼ of Sec. 8, Township 49, Range 26, W. of 2nd Meridian to Arthur Donaldson.. 147

Paintings, Oils and Water Colours acquired by Govt. since 1891, for National Gallery.. 121

Petite Rivière Breakwater, N.S., Documents, pay rolls, accounts, &c., connected with.. 203

Peace Conference, International, *re* consideration of first century of peace between United States and British Empire.. 229

Port Daniel West, Que., Investigation into conduct of Edwd. Dea, Guardian of Lobster Hatchery there.. .. .. .. 95*a*

Prince Edward Island, Govt. of, Memorial *re* a delegation from, asking increase of Prov. Subsidy.. 124

Privy Council, Report of *re* contract for Ocean Mail, Passenger, Freight Service, between Canada and Great Britain, &c.. 194

Prosecutions, &c., against Saml. Stewart, Melvin Hart and others for infraction of Fisheries Act, also charge against Rod. Martin, &c.. .. .. 141*b*

Properties purchased by Govt. north of Wellington St., and west of Bank St., in City of Ottawa, to Jan. 31, 1913, &c. 177

Peace River District, Amount of Seed Grain supplied to settlers in, during years 1912-1913, &c.. 200

Pilotage Commission of Quebec, Report of.. 186

Pilotage and its administration in Districts of Montreal and Quebec, also letter from Commissioner Ajutor Lachance, &c.. .. .. 191*c*

Police Point Reserve, transfer of property known as, to City of Medicine Hat.. 145

Portsmouth Penitentiary, *re* names of keepers dismissed, and upon whose recommendation they were reinstated, &c.. 174

Portsmouth Penitentiary, names of Discipline Officers, dates of appointments, &c.. .. .. 174*a*

Pomket River, Antigonish Co., N.S., *re* closing of Post Office at.. 158

Pomminville, Dr., appointment of as Surgeon of St. Vincent de Paul Penitentiary.. .. .. 72*a*

P

Post Offices opened in Bonaventure Co., since Oct. 11, 1911, names of postmasters, &c.. 63
Postmaster General, (Report).. 24
Preferential Tariff, between Govt. of Canada, and Commonwealth of Australia.. 94
Proposals to supply medicine to Canadian boat fishermen.. 64
Public Accounts.. 2
Public Works, Report of Department of. 19
Public Service Commission, Report of.. 57
Public Works Dept., Order for goods given by, since Oct. 1, 1911, at Montreal, Halifax, St. John, N.B.. 133
Public Printing and Stationery.. 32
Public Offices, buildings occupied by the Govt. as, under rent, &c.. 208
Public Service of Canada, Organization of, Report *re* by Sir Geo. Murray.... 57*a*
Pure Food Act, *re* date of enactment of. 70
Public Buildings at Three Rivers, Que., since Oct. 11, 1911, to date, &c.... .. 207
Public Buildings, construction of in town of Laurentides, Co. of Assomption, Quebec.. .. .. 207*a*
Public Buildings, construction of in town of Stellarton, N.S., 1912, Documents respecting, &c.. .. .. 207*c*
Public Buildings, work and repairs on in North Sydney, N.S., 192, Documents respecting, &c.. .. .. 207*b*

Q

Quebec Light, Heat and Power Co., Ltd., Correspondence, &c., *re* issuing letters patent to, &c.. 110
Quebec Oriental Railway, Acquisition of by the Govt. of Canada.. .. .. .. 67*d*
Quebec Railway Light, Heat and Power Co., Ltd., letters patent to.. 110
Quebec and Saguenay Ry., Proposed guarantee of Bonds.. 116
Quebec and Saguenay Ry., Report of Govt. Engineer who inspected the.. 67*e*
Quebec and St. Joseph de Lévis, *re* most suitable site for construction of Dry Dock at, &c.. 204
Quebec and Oriental Ry., and Atlantic, Quebec and Western Ry., documents *re* freight, passenger, &c.. .. .. 116*c*

Q

Quebec and Oriental Ry., and Atlantic Quebec and Western Ry., documents *re* their incorporation into Canadian Govt. Ry. System, &c.. .. .. 116*a*
Quebec Harbour, Correspondence between Postmaster General and Isidore Belleau, *re* improvements.. .. .. .. 203*i*

R

Reciprocity with United States, Correspondence, papers, &c., *re* between Jan. 1, 1890, and Dec. 31, 1891.. 71
Red Point Wharf, Lot 48, P. E. I., *re* repairs, contracts, &c., on same.. .. .. 203*c*
Regina, City of, *re* contribution for alleviating distress of sufferers in.. .. 189
Report of Mr. J. A. M. Aikins on moral instruction in the Canadian Public Schools.. 96
Restigouche River, Smelt and Salmon fishing, Instructions regarding.. 131
Restigouche, Fishermen's Association, Petition of, to Minister, asking removal of Mr. M. Mowatt, &c.. 205
Restigouche, Dredge, cubic yards removed by, in Harbour of Bathurst, N.B., during 7 months, 1911, &c.. .. .. .. 135*a*
Rifle Range, Carleton Co., Ont., *re* purchase of site for, &c.. 123
Railways:—
Railway Commissioners, Report of.. 20*c*
Railway, Transcontinental, Report of Commissioners of.. 37
Railway, Transcontinental, Copy of original instructions furnished engineers on Eastern Division of.. .. 106
Railways and Canals, Report of Dept. of.. 20
Railway Statistics.. .. .. 20*b*
Railway, Government of Canada, Return *re* Board of Management of.. 81
Railway Line from Estmere to Baddeck, *re* building of.. 82
Railway: *See* Intercolonial Ry., &c.
Railway, Intercolonial, Reports formerly made to Board of Management of.. .. .. 81*a*
Railway, Intercolonial, Relating to purchase of scrap and supply of castings for.. 83
Railway, Intercolonial, Names of employees on dining cars, and nature of employment.. .. .. 83*a*

R

Railway, Intercolonial, Returns *re* Vale Line, correspondence asking road to be taken by, &c.. 109

Railway, Intercolonial, *re* a strike of temporary employees at Halifax, N.S.. .. .. 83*b*

Railway, Central Ry. of Canada, *re* Report made by to Railway Dept... 211

Railway, Copy of letter by Chief Engineer Lumsden of Trans. Commission to Chairman Wade.. .. .. 106*a*

Rocky Mountain Park Act, Orders in Council relating to (Chap. 60. Rev. Statutes).. 56

Royal Society of Canada, Report of Affairs of.. 50

Royal Northwest Mounted Police, Report of the.. 28

Rowlings, Geo. and James, Documents *re* prosecution of in 1910. for violation of Fishery Regulations.. .. .. 141*a*

Rowlings, G. A. R., J. S. Wells and S. R. Griffin, Letters to Dept. Public Works, *re* Public Works in Guysborough Co., N.S.. .. .. 203*h*

Rural Mail Delivery Routes established in Canada, since Jan. 1, 1912.. .. .. .. 62*a*

Rural Mail Service, establishment of between Saltsprings, and West River Station. (*See* Mails, &c.).. .. .. 62*e*

Rural Mail Service between Merigonish Station, Pictou Co., N.S., and Arisaig. (*See* Mails, &c.).. .. .. 62*f*

S

Salmon River Indian Reserve, N.S., *re* Indian School in, also appointment of teacher in since June 1, 1912.. .. .. 159*l*

Salmon Hatchery, purchase of a site for at Snidlope Lake, from J. B. Nicholson.. 98

Salmon, Sockeyes, of B.C., prohibition of export of from that Province.. .. 92

Sauvé, L. A., Claim of to certain buildings at La Pointe des Cascades, &c.. 107

School Lands, Provinces of Alberta and Saskatchewan, *re* Sale of since Oct. 12, 1911.. 213

School Lands, Provinces of Manitoba, Saskatchewan and Alberta, Showing lots sold in during year 1912, price, &c. 213*a*

S

School Lands, Province of Saskatchewan, sold in 1912, Correspondence, papers, &c., relating to in hands of Government.. .. .. 213*f*

Scrip, Half Breed, &c., papers *re* issuing of warrant No. 2155, certificate No. 672 to Albert St. Denis.. 231

Scoles, C. R., New Carlisle, Que., Claim of for balance of subsidy voted, &c.. 102

Seaforth, Halifax Co., N.S., Correspondence *re* tenders, contracts, &c., *re* construction breakwater at.. .. .. .. 203*a*

Secretary of State, Report of.. 29

Sevigny, Mr., increase of salary of, as employee of Immigration Office, Montreal.. 132

Shareholders in Banks, List of.. 6

Ships of War of Canada, Tenders for, &c.. 60

Skinners Cove, Pictou Co., N.S., Expenditures at.. 100

Soulanges and Vaudreuil, Names of Post Offices and Postmasters in Counties of. 62*t*

South Port Wharf, Lot 48, P. E. I., *re* repairs, contracts for same, &c.. .. .. 203*c*

Southwest, 36-16-27, W. 2, Documents in Department of Interior relating to, &c.. 187

Southwest ¼ of 4-9-14 West of 2nd Meridian.. .. .. 187*a*

Southwest ¼ 28-20-21, W. 2nd Meridian, N. W. H. B., also W. ½ of S. E. ¼, 32-20-21, W. 2. M., N. W. H. B., &c.. .. 187*g*

Southwest ¼ 2-19-29, W. 2nd Meridian Homestead, Pat. June 3, 1892, Papers connected with claim of G. W. Brown. 187*f*

South West Cove, Lunenburg Co., N.S., Obstructions placed in waters of.. .. 99

Spry Bay, Halifax Co., N.S., *re* establishment of Lobster Hatchery at.. .. 66

Spry Bay, Halifax Co., N.S., *re* closing of, or change of post office at.. .. .. 78*a*

Stahl, J., Assistant Inspector of Immigration on Ry., *re* suspension of by H. Boulay, &c.. 171

Stamp Vending Machines, terms of contract relating to, date, &c.. 224

Statistics of Canada, Official, Report of Departmental Commission on.. 77

Steamboat Inspection, Report of Chairman of Board of for fiscal year 1912. 23

Steamer *City of Sydney*, Investigation tion into collision between, and Tug *Douglas H. Thomas*.. .. .. 95*e*

S

Steam Service, &c., *re* subsidy to, between points in Bonaventure Co., Que. and New Brunswick.. .. .. 67a
Steam Service, &c., *re* subsidy to, between St. John, N.B., and Bear River, N.S.. 67
Steam Service performed by Steamer *Canada*, since Oct. 11, 1911, to date.. 65
Steam Service subsidized between Canadian Ports and British West Indies.. .. .. 67b
Steffanson, Mr. V., Correspondence with concerning Northern expeditions.. .. 161
Steffanson, Mr. V., Order in Council in reference to, &c.. .. .. 161a
Stewart, Sam., Hart Melvin, and others, prosecutions against for infringement of Fisheries Act.. .. .. 141b
Stenographers and Secretaries, Return *re* number, names of, and Members of Commons for whom they work.. .. 150
Stream Measurements for calendar year, 1911, Report of progress of.. .. .. .. 25d
Subsidies paid to Quebec and Oriental Ry. and others since October, 1911.. .. 67c
Subsidies paid each of four original Provinces of Dominion at Confederation, population on which same was based, &c.. 154
St. Peters, N.S., Acquisition or expropriation of land at.. 104
St. Peters Indian Reserve, Man., relating to delay in issuing patents for lands purchased from.. 148
St. Peters Canal Improvements, *re* contract between Dept. and W. H. Weller, regarding.. 108
St. Peters Canal Improvements, *re* contract between Dept. and W. H. Weller, regarding.. .. .. 108a
St. Croix, Co. of Lotbiniere, Que., Construction of a wharf at.. .. .. 203b
St. Joseph de Lévis, *re* suitable site for construction of Dry Dock at, &c.. .. 204
St. Vincent de Paul Penitentiary, documents *re* appointment of Dr. Pominville at.. .. .. 72a
St. Anne de la Pocatière, Experimental Farm at, appointment of Mr. J. Begin as manager at.. .. .. 72e
St. John and Quebec Ry., documents, &c., between Dept. of Rys. and Canals *re* line from St. John, N.B., to Grand Falls.. 110

S

St. Germain de Kamouraska, documents *re* purchase of timber for construction of wharf at, in 1912.. .. .. 203g
St. Denis, Albert, *re* issuing of Half Breed Scrip to, &c.. 231

T

Taché, C. E., Resident Engineer in Bonaventure Co., Que., *re* Reports made by on Public Works there since 1911.. 176
Tariff Duties on imported lumber, dressed on one side, &c., *re* arguments respecting before Exchequer Court of Canada.. .. .. 125b
Tariff Customs of Canada, changes made in by Order in Council since last session of Parliament.. 73
Tariff Customs on Cement, correspondence between Companies, Corporations, &c., to Nov. 11, 1911.. 125
Tariff Customs on Cement, adjustment of Duty on, and all correspondence with Ministers respecting, &c.. .. .. 125a
Taxation per capita for year ending March 31, 1913, and for each of 12 preceding years, Return *re*.. 227
Technical Education and Industrial Training, Report of Royal Commission on, &c.. .. .. 191d
Telegraph Lines under construction during year 1911-12, in different points in Nova Scotia.. 209
Tenders for Ships of War of Canada.. 60
Three Rivers, Que., Correspondence, &c., *re* erection of a Public Building at since Oct. 11, 1911, to date.. 207
Thibault, Firmin, of St. Denis, Co. of Kamouraska, Que., *re* petition for indemnity.. 122
Tides and Currents of Northumberland Strait, Reports in connection with.. 86
Townships 24-25, Range 27, West of first Meridian, suitability of for Forest Reserve, Homesteading purposes, &c.... 192a
Topographical Surveys Branch, Dept. of Interior, Report of, 1911, 1912.. .. .. 25b
Trade, Volume of, import and export of, between Canada and Newfoundland, from Jan. 1, 1896, to Jan. 1, 1913.. .. 195
Trade, Volume of, between Newfoundland and West Indies, included in Trade Arrangement with Canada, for 1909, 1910, 1911 and 1912 (Supplementary).. .. .. 195a

T

Trade Transactions between West Indies and Canada.. 59
Trade Unions, An Act respecting.. .. 54
Trade and Commerce:—
(Part I.—Canadian Trade, Imports and Exports) 10
(Part II.—Canadian Trade)—
France.. .. .. 10a
Germany.. .. .. 10a
United States.. .. .. 10a
United Kingdom.. .. .. 10a
(Part III.—Canadian Trade, except)—
France.. .. .. 10b
Germany.. .. .. 10b
United Kingdom.. .. .. 10b
United States.. .. .. 10b
(Part IV.—Miscellaneous Information)—
(Part V.—Report of the Board of Grain Commissioners for Canada). 10d
(Part VI.—Subsidized Steamship Services).. .. .. 10e
(Part VII.—Trade of Foreign Countries, Treaties and Conventions).... 10f
Telephone Statistics.. .. .. 20d
Telegraph Statistics.. .. .. 20f
Transcontinental Commission, Copy of letter of Engineer Lumsden of, to Chairman Wade of.. .. .. 106a
Transcontinental Railway, Copy of original instructions furnished engineers by Chief Engineer on Eastern Div. of, also Western.. 106
Transcontinental Railway Commissioners, Report of for 1912.. 37
Trawlers, Steam, prohibited from participating in Fishing Bounty, &c....162
Treasury Board Overrulings (Statement of).. 40
Twine for fishing purposes, duty payable on, under item 682 of Customs Tariff. 69

U

Unclaimed Balances, &c., in Chartered Banks of Dominion of Canada.. 7
United Shoe Machinery Co., Report of Commission to investigate complaints against.. .. .. 95c

V

Vale Road Ry., asking that line be taken over by I. C. Ry.. 109
Veterinary Director General.. .. .. .. 15b
Veterinary Director General, correspondence *re* requested visit to Nova Scotia.. 216
Volume of trade, import and export, between Canada and Newfoundland, from Jan. 1, 1896 to Jan. 1, 1913.. 195
Volume of trade between Newfoundland and West Indies, included in trade agreement with Canada, for 1909, 1910, 1911, 1912.. .. .. 195a

W

Warburton, Lt. Col., appointment of as Medical Officer at Charlottetown Camp.. .. .. 72d
Warrants, Governor General's, Statement of.. 43
Weir Licenses, Documents *re*, in waters of Counties of Charlotte and St. John, N.B.. 230
Welland Canal, number of accidents to lock gates or bridges on, during year ending Nov. 25, 1912, &c.. 169
Weller, W. H., contract between Dept. of Railways and, *re* St. Peters Canal. 108
Welsh Coal supply, Contract for to the various public buildings at Montreal. 134
West Indies-Canada Conference.. 55
West Indies, Trade Transactions between Canada, and.. 59
West Indies Trade Statistics, Imports and Exports, relating to, in possession of Govt.. .. .. 59a
West Indies, Documents in Dept. Trade and Commerce *re* Steamship Service between Canada and, since Dec. 1, 1912.. 222
White Bear Indian Reserve, Documents *re* surrender of part of, &c.. .. .. .. 159c
Wholesale Prices in Canada, Report on by R. H. Coats, B. A., Dept. of Labour.. 183

Y

Yukon, (Ordinances of), 1912.. 51
Yukon, (Ordinances of), 1913.. 226

See also Alphabetical List, Page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME B.

Fifth Census of Canada, 1911—Population, Religions, Origins, Birthplace, Citizenship, Literacy, Infirmities, as enumerated in June, 1911.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME C.

Fifth Census of Canada, 1911—Manufactures for 1910 as enumerated in June, 1911.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended 31st March, 1912 Volume 1, Parts A to J. Volume II, Parts K to U. Volume III, Parts V to Y. Presented by Hon. Mr. White, 14th January, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers.

3. Estimates of sums required for the service of the Dominion for the year ending 31st March, 1914. Presented by Hon. Mr. White, 3rd February, 1913.

Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1913. Presented by Hon. Mr. White, 10th March, 1913.

Printed for distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1914. Presented by Hon. Mr. White, 20th May, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1911. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to 31st December, 1911. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers

CONTENTS OF VOLUME 5.

(This volume is bound in two parts).

8. Report of the Superintendent of Insurance for year ended 1912. Presented by Hon. Mr. White.. .. ..*Printed for distribution nd sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1912. Presented by Hon. Mr. White.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 6.

(This volume is bound in two parts).

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 30th January, 1913. *Printed for distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, for the year ended 31st March, 1912. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 12th December, 1912. *Printed for distribution and sessional papers*

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part III.—Canadian Trade with Foreign Countries, except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, 15th January, 1913.. .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1912. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Reid, 17th February, 1913.. ... .*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commisioners for Canada. Presented by Hon. Mr. Foster, 3rd February, 1913.. .. ..*Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March 1912. (Part VI.—Subsidized Steamship Services). Presented, 1913. *Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1912. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented, 1913. *Printed for distribution and sessional papers*

CONTENTS OF VOLUME 7.

11. Report of the Department of Customs for the year ended 31st March, 1912. Presented by Hon. Mr. Reid, 28th November, 1912—*Printed for distribution and sessional papers,*

CONTENTS OF VOLUME 8.

12. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada for the year ended 31st March, 1912. (Part I.—Excise). Presented by Hon. Mr. Nantel, 25th November, 1912.. .. .. ..*Printed for distribution and sessional papers*

13. Report of the Department of Inland Revenue for year ended 31st March, 1912. (Part II.—Inspection of Weights and Measures, Gas and Electricity). Presented by Hon. Mr. Nantel, 25th November, 1912.. .. ..*Printed for distribution and sessional papers.*

14. Report of the Department of Inland Revenue for year ended 31st March, 1912. (Part III.—Adulteration of Food). Presented by Hon. Mr. Nantel, 25th November, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8—*Continued.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1912. Presented by Hon. Mr. Burrell, 26th November, 1912.
Printed for distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1912. Presented, 1913.. .. ..*Printed for distribution and sessional papers*

CONTENTS OF VOLUME 9.

15*b*. Report of the Veterinary Director General and Live Stock Commisioner, for the year ending 31st March, 1912. Presented by Hon. Mr. Burrell, 25th March, 1913.
Printed for distribution and sessional papers.

16. Report of the Director and Officers of the Experimental Farms for the year ending 31st March, 1912. Presented by Hon. Mr. Burrell, 14th January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 10.

17. Criminal Statistics for the year ended 30th September, 1911, (Appendix of the Report of the Minister of Agriculture, for the year 1911). Presented by Hon. Mr. Borden, 2nd June, 1913... .. ..*Printed for distribution and sessional papers.*

18. Return of the Twelfth General Election for the House of Commons of Canada, held on the 14th and 21st of September, 1911. Presented by Hon. The Speaker, 27th November, 1912.. .. ..*Printed for distribution and sessional papers.*

18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons of Canada, held during the year 1912. Presented by Hon. The Speaker, 10th March, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

19. Report of the Minister of Public Works on the works under his control for the fiscal period ended 31st March, 1912. Part I. Presented by Hon. Mr. Rogers, 4th December, 1912. Part II. Ottawa River Storage and Geodetic Levelling.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

(This volume is bound in two parts).

19*a*. Report of the Commission on International Waterways.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

20. Report of the Department of Railways and Canals, for the fiscal period from 1st April, 1911, to 31st March 1912. Presented by Hon. Mr. Cochrane, 13th December, 1912.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of Navigation, 1912. Presented by Hon. Mr. Cochrane, 15th April, 1913.. .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 16th January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 14.

20*c*. Seventh Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1912. Presented by Hon. Mr. Cochrane, 25th November, 1913.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1912 Presented by Hon. Mr. Cochrane, 17th February, 1913.
Printed for distribution and sessional papers

20*e*. Express Statistics of the Dominion of Canada, for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 12th February, 1913.
Printed for distribution and sessional papers.

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 7th February, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

21. Forty-fifth Annual Report of the Department of Marine and Fisheries, for the fiscal year 1911-1912—Marine. Presented by Hon. Mr. Hazen, 16th December, 1912.
Printed for distribution and sessional papers.

21*a*. Eleventh Report of the Geographic Board of Canada, for the year ending 30th June, 1912. Presented by Hon. Mr. Hazen, 11th April, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

21*b*. List of Shipping issued by Department of Marine and Fisheries. Vessels in Registry Books of Canada, for year 1912. Presented, 1913.
Printed for distribution and sessional papers.

21*c*. Supplement to Forty-fifth Report of the Department of Marine and Fisheries, for fiscal year 1911-12,—Marine Branch—Influence of Icebergs and Land on the temperature of the Sea. Presented by Hon. Mr. Hazen, 17th February, 1913.
Printed for distribution and sessional papers.

22. Forty-fifth Annual Report of the Department of Marine and Fisheries, 1912,—Fisheries. Presented by Hon. Mr. Hazen, 5th December, 1912.
Printed for distribution and sessional papers

23. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

24. Report of the Postmaster General, for the year ended 31st March, 1912. Presented by Hon. Mr. Pelletier, 3rd December, 1912..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 18.

25. Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Roche, 27th November, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 19.

25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911... .. ..*Printed for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch of the Department of the Interior, 1911-1912. Presented by Hon. Mr. Crothers, 6th June, 1913.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 20.

25*d*. Report of progress of Stream Measurements for calendar year 1911.
Printed for distribution and sessional papers.

26. Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
Printed for distribution and sessional papers.

26*a*. Summary Report of the Mines Branch, Department of Mines, for the calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 21.

27. Report of the Department of Indian Affairs for the year ended 31st March, 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
Printed for distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1912. Presented by Hon. Mr. Borden, 14th January, 1913... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 22.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.
Printed for distribution and sessional papers.

29*a*. Report of the Secretary of State for External Affairs for the year ended 31st March, 1912. Presented by Hon. Mr. Borden, 25th November, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 23.

29*b*. Report of the work of the Archives Branch of the Department of the Secretary of State, for the year 1912. Presented by Hon. Mr. Coderre, 2nd June, 1913.
Printed for distribution and sessional papers.

30. The Civil Service List of Canada, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.. .. ..*Printed for distribution and sessional papers.*

31. Fourth Annual Report of the Civil Service Commission of Canada for the period from 1st September, 1911, to 31st August, 1912. Presented by Hon. Mr. Coderre, 24th January, 1913.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24.

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Borden, 24th April, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

33. Report of the Joint Librarians of Parliament for year 1912. Presented by Hon. The Speaker, 31st November, 1912... .. ..*Not printed*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Doherty, 27th November, 1912.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. Hughes, 14th January, 1913. ..*Printed for distribution and sessional papers.*

36. Report of the Department of Labour for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers.

36a. Fifth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers

36c. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1912... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 25.

37. Eighth Annual Report of the Commissioners of the Transcontinental railway, for the year ended 31st March, 1912. Presented by Hon. Mr. Cochrane, 12th December, 1912.
Printed for distribution and sessional papers.

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Hazen, 28th November, 1912.
Printed for distribution and sessional papers.

39. "Miscellaneous Unforeseen Expenses," from the 1st April, to the 21st November, 1912, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, 25th November, 1912... .. ..*Not printed*

40. Statement of Treasury Board over-rulings, under Section 44, Consolidated Revenue and Audit Act. Presented by Hon. Mr. White, 26th November, 1912... .. ..*Not printed.*

41. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.

42. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.....*Not printed*

43. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1912-13. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.

44. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1912, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, 26th November, 1912.. .. ..*Not printed*

CONTENTS OF VOLUME 25—*Continued.*

45. Return (in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers and correspondence relating to the Canadian Pacific railway, which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented by Hon. Mr. Roche, 26th November, 1912.. .. .. ..*Not printed.*

45*a*. Return to lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1912. Presented by Hon. Mr. Roche, 14th January, 1913.. .. ..*Not printed.*

45*b*. Return to an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications made by the Canadian Pacific Railway Company for authorization to make new issue of stock, addressed to the Governor in Council, and of all correspondence with regard to the same. Presented 16th April, 1913, by Sir Wilfrid Laurier.. .. ..*Not printed*

46. Return to an Order of the House of the 18th March, 1912, for a copy of all report made by the Inspector of Agents for placing Immigrants, both domestic servants and farm labourers, in Ontario and Quebec, during the years 1910 and 1911. Presented 27th November, 1912, by Mr. Sutherland.. .. ..*Not printed.*

47. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, telegrams and other papers in connection with complaints of whatever nature against Commission Agents for placing farm labourers in Ontario, also officials connected with any agency in Ontario, during the year 1910 and 1911. Presented 27th November, 1912 by Mr. Sutherland.. .. ..*Not printed*

48. Copy of Order in Council No. P. C. 1275, dated 13th May, 1912, "Award of compensation to men belonging to the Royal Canadian Navy, who may be permanently disabled though injuries or illness contracted during drill, training or on duty." Presented by Hon. Mr. Hazen, 27th November, 1912.. .. ..*Not printed.*

48*a*. Copies of plans included in the tender of Messrs. Cammel, Laird & Company, dated 29th April, 1911, for the construction of ships for the Canadian Naval Service. Presented by Hon. Mr. Hazen, 18th December, 1912.. .. ..*Not printed.*

48*b*. An Act respecting the Naval Service of Canada." (Copy of Order in Council, No. P. C. 126 dated 20th January, 1913, "Amendment to the Regulations for the Entry of Naval Cadets)." Presented by Hon. Mr. Hazen, 4th February, 1913.. ..*Not printed.*

49. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 28th November, 1912.. .. ..*Not printed.*

50. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1912. Presented by Hon. Mr. White, 29th November, 1912.. .. ..*Not printed.*

51. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1912. Presented by Hon. Mr. Coderre, 3rd December, 1913.. .. ..*Not printed*

52. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed.*

CONTENTS OF VOLUME 25—*Continued.*

52*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 5 of the Dominion Land Survey Act, Chapter 21, 7-8 Edward VII. Presented 5th December, 1912, by Hon. Mr. Roche. *Not printed.*

52*b*. Return of Orders in Council which have been passed and published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed*

52*c*. Return to an Order of the House of the 24th February, 1913, for a copy of all regulations issued by the Minister of the Interior, relating to the disposition of Dominion lands between 8th April, 1905, and 12th October, 1911. Presented by Hon. Mr. Roche, 25th March, 1913.. .. ..*Not printed.*

53. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (28th November, 1911) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.. .. ..*Not printed.*

54. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 4th December, 1912... .. ..*Not printed.*

55. Deliberation of the Canada-West Indies Conference, and Agreement between Canada and certain of the West India Colonies. Presented by Hon. Mr. Foster, 4th December, 1912.. .. ..*Printed for distribution and sessional papers*

56. Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Rocky Mountains Park Act, Chapter 60, Revised Statutes of Canada, 1906. Presented by Hon. Mr. Rogers, 4th December, 1912. *Not printed.*

56*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Forest Reserves and Park Act, Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, 5th December, 1912. *Not printed.*

CONTENTS OF VOLUME 26.

57. Report of the Public Service Commission. Presented by Hon. Mr. Borden, 9th December, 1912. Parts I, II, and III.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 27.

(This volume is bound in two parts).

57*a*. Report on the organization of the Public Service of Canada, by Sir George Murray. Presented by Hon. Mr. Borden, 18th December, 1912. *Printed for distribution and sessional papers.*

58. Report of the proceedings for the preceding year of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented by Hon. The Speaker, 9th December, 1912.. .. ..*Not printed.*

59. Schedules of Trade Transactions between the West Indies and Canada, the United States and the United Kingdom, compiled from the West Indian blue books and statistics. Presented by Hon. Mr. Foster, 12th December, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 27—*Continued.*

59*a*. Trade Statistics of Imports and Exports in possession of the Government, *re* British West Indies. (*Senate*).. .. ..*Not printed.*

60. Return showing correspondence concerning the calling for tenders for the Ships of War of Canada, together with copies of tenders. Presented by Hon. Mr. Hazen, 12th December, 1912.. .. ..*Not printed.*

61. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams, reports and documents relating to the dismissal of John R McDonald, Heatherton, Antigonish County, as Indian agent for the district including the Counties of Antigonish and Guysborough, and the appointment of his successor. Presented 4th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*a*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. C. P. Bissett, Physician to the Indians at Salmon River, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael Murphy, postmaster at Point Micheau, Richmond County, N.S. Presented 4th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*c*. Return to an Order of the House of the 9th December, 1912, for copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of David A. McLeod, Postmaster at Cleveland, Richmond County, N.S. Presented 14th January.—*Mr. Kyte*.. .. ..*Not printed.*

61*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, complaints, telegrams, reports, and other documents in the possession of the Post Office Department relating to the dismissal of John Milward, Postmaster at Stormont, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair.*
Not printed.

61*e*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of Kenneth F. McAskill, Postmaster at Loch Lomond, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*f*. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, telegrams, memorandums and Orders in Council, relating to the dismissal of Mr. W. W. Hayden, late wharfinger of the government wharf at Digby, Nova Scotia. Presented 14th January, 1913.—*Mr. MacLean (Halifax)*.
Not printed.

61*g*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against W. B. Langley, assistant at Lobster Hatchery, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January, 1913.—*Mr Sinclair*.. .. ..*Not printed.*

61*h*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Fred. E. Cox, engineer lobster hatchery at Isaac's Harbour, Guysborough County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*i*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against Simon Hodgson, engineer lobster hatchery at Isaac's Harbour, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*j*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Henlow, chief engineer at lobster hatchery at Canso, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*k*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, harbour master at Louisburg, Cape Breton South, N.S., and of evidence taken and report of investigations held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*l*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John Cummings, assistant at the lobster hatchery at Isaac's Harbour, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*m*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. G. Matthews, coxswain, lifeboat crew at Canso, Guysborough County, N.S., and all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*n*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Joseph Shean, harbour master at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 14th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*o*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of George H. Sampson, keeper of the storm signal at Lower L'Ardoise, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*p*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Alexis Vigneau, captain of the patrol boat at Arichat, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*q*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Emeri Thivierge, from the position of fisheries inspector for the Counties of Prescott and Russell. Presented 14th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*r*. Return to an Order of the House of the 9th December, 1912, for a return showing all the public officers of the Inland Revenue Department in the County of St. Jean Iberville, removed by the present Government since 1st May, 1912, together with the names and duties of such persons, the reasons of their dismissal, the nature of the

CONTENTS OF VOLUME 27—*Continued.*

complaints against them, the names of the persons who brought these complaints; also a copy of all correspondence relating thereto, and of the reports of inquiries in the cases where such have been held. Presented 14th January, 1913.—*Mr. Demers.*

Not printed.

61*s*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, reports of investigations and other documents in the possession of the Department of Inland Revenue regarding the dismissal of J. Fabien Bugeaud, Bonaventure, Quebec, assistant inspector of weights and measures in the Quebec district, and the appointment of his successor or successors, with the names, residence, salaries and duties; also of all documents relating to A. B. Caldwell, New Carlisle, Quebec, joint assistant inspector with J. Fabien Bugeaud, and the duties assigned to him, together with a copy of all recommendations for said new appointment. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

61*t*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Duncan McArthur, from the Annuities Branch, while the said branch was attached to the Department of Trade and Commerce. Presented 15th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*u*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shentliff, relating to the dismissal of Charles O. Jones, postmaster of Bedford, County of Missisquoi. Presented 15th January, 1913.—*Mr. Kay.*

Not printed.

61*v*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of Archibald Barss, postmaster, New Harbour, West, Guysborough County, N.S. Presented 15th January, 1913.—*Mr. Sinclair*.. .. ..".. .. ..*Not printed.*

61*w*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendation and other reports respecting the dismissal of Dr. A. Allaire as surgeon of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed*

61*x*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Oscar Beauchamp as warden of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

61*y*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John McDonald, freight handler and checker Intercolonial railway at Sydney Mines Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. Mackenzie*.. .. ..*Not printed.*

61*z*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Allan Kinney, of Linwood, Antigonish County, Nova Scotia, a sectionman on the Intercolonial rail-

CONTENTS OF VOLUME 27—*Continued.*

way, and for a statement in detail of the expenses in connection with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*aa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Charles Landry, of Pomket, Antigonish county, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antiginish)*.. .. ..*Not printed.*

61*bb*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, reports, correspondence, &c., relating to the dismissal of Patrick Decoste, an employee on the ferry steamer *Scotia* between Mulgrave and Point Tupper on the Intercolonial railway. Presented 16th January, 1913.. .. ..*Not printed.*

61*cc*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Harry E. McDonald, assistant engineer at St. Peters Canal, Richmond County, N.S Presented 13th January, 1913.—*Mr. Kyte.*

61*dd*. Return to an order of the House of the 9th December, 1912, for a copy of all letters, papers, documents, telegrams, and charges relating to a complaint against Neil Ross sectionman on the Intercolonial railway at West River, County of Pictou, and of the evidence taken at the investigation, of the report of the commissioner thereon, and of all letters, papers or other documents relating to the appointment of his successor. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*ee*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of James Armstrong, of Heatherton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*ff*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams and other documents, relating to the dismissal of Thomas J. Gray, as car inspector on the Intercolonial railway at Westville, County of Pictou. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*gg*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Colin Macdonald, of James River Station, County of Antigonish, as Intercolonial sectionman, and the appointment of his successor. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*hh*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of A. T. Gannon, car repairer and inspector Intercolonial railway at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ii*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of Huber Myatte, Tracadie, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm* (*Antigonish*).
Not printed.

61*jj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of John McDonnell, Afton Station, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*kk*. Return to an Order of the House of the 9th December, 1911, for a copy of all letters, correspondence, documents and reports relating to the dismissal of William Landry, of Pomket, Antigonish County, Nova Scotia, a section foreman of the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges againt him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*ll*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of D. J. McDougall, section foreman, Intercolonial railway, Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*
Not printed.

61*mm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. A. Coffey, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Also, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. A. McNeil, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*nn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John P. Meagher, foreman deckhand on steamship *Scotia*, Mulgrave, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. .. ..*Not printed.*

61*oo*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, evidence taken, reports, &c., and of all correspondence between the Postmaster General and officers of his department, and James Gibson, ex-postmaster of Alameda, Sask., in connection with the instructions sent him to hand the office over to E. Cronk. Presented 17th January, 1913.—*Mr. Turriff*.. .. ..*Not printed.*

61*pp*. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of Captain C. E. Miller from the 75th Regiment. Presented 17th January, 1913.—*Mr. Maclean* (*Halifax*).
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*qq*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters and telegrams relating to the dismissal of J. N. N. Poirier, collector of excise at Victoriaville, Quebec, and also of the inquiry made by N. Garceau, by the Minister of Inland Revenue, and especially of two affidavits given by Ludger Frechette and Joseph Faucher. Presented 17th January, 1913.—*Mr. Brouillard.* *Not printed.*

61*rr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Abraham Astephen, of North Sydney, N.S., interpreter Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ss*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council, and all other papers or documents in any way relating to the dismissal of Robert Dow from the Immigration Branch of the Department of the Interior at Ottawa. Presented 17th January, 1913. —*Mr. Murphy*.. .. ..*Not printed.*

61*tt*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of John Ware of the Immigration Branch of the Interior Department at Halifax, N.S. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*uu*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Hickey, agent Immigration Department at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*vv*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams, and other documents relative to the dismissal of Dr. J. W. McLean, of North Sydney, N.S., medical examiner, Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ww*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John A. McRea, lightkeeper, at Margaree Island, Inverness County, Nova Scotia, of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*xx*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Brymer, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*yy*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Dominique Boudrot, buoy contractor, at Petit de Grat, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*zz*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents concerning the dismissal of Frederick F. Doucet, keeper of the lighthouse at the entrance of the harbour of Caraquet, County of Gloucester, and the nomination of his successor. Presented 17th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*aaa*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. H. Henlow, keeper of storm drum, Liscomb, Guysborough County, N.S. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*bbb*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Falconer, lightkeeper at Cariboo Island, County of Pictou. Presented 17th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*bbb*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Wilson Lawlor, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*ddd*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of P. J. McDonald, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*eee*. Return to an Order of the House of the 9th December, 1912, for a return showing: 1. The names of all lightkeepers in the Province of Nova Scotia who were dismissed from office or employment since 10th October, 1911, together with the date of each dismissal. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*fff*. Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries to this date in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials and a copy of all correspondence with respect to the same, and of all reports of investigations where such were held; as well as a list of the new appointments made by the department, with names, residences, salaries and duties,and a copy of all recommendations of such appointments. Presented 17th January, 1913.—*Mr. Marcil (Bonaventure).*

Not printed.

61*ggg*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. L. Tory, fishery officer at Guysborough, Guysborough County, N.S., and of all evidence taken, and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of the investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*hhh*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of John W. Davis, fishery officer, Guysborough, N.S. Presented 17th January, 1913.—*Mr. Sinclair.*

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Martin Bourque, lightkeeper at River Bourgeois, Richmond County, N.S., and of the evidence taken and of the report of the investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Poirier, buoy contractor, at Descouse, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*kkk*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams and petitions for and against the dismissal of Dr. George Pinault, as medical health officer of the Mic-Mac Indian reserve, at Ste. Anne de Restigouche, Bonaventure County, Quebec, and of all documents relating to the appointment of a successor, with the name, residence, salary and duties of the new appointee. Presented 20th January, 1913.—*Mr. Marcil*.. .. ..*Not printed.*

61*lll*. Return to an Order of the House of the 1st April, 1912, for a copy of all papers, letters, &c., concerning the dismissal of Frederick Veit, employed by the Department of Marine and Fisheries in the County of Gaspé. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*mmm*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, petitions, complaints, declarations and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Mr. Alfred Lalonde, employed in the warehouse of the Government yards at St. Joseph de Sorel and the appointment of his successor. Presented 20th January, 1913.—*Mr. Cardin*..*Not printed.*

61*nnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of James Webber, lightkeeper, Tor Bay Point, N.S. Presented 20th January, 1913.—*Mr. Sinclair.*
Not printed.

61*ooo*. Return to an Order of the House of the 1st April, 1912, for a copy of all documents letters, inquiries, reports, evidence, &c., relating to the dismissal or the resignation of Baptiste Desjardins as lighthouse keeper at Kamouraska. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

61*ppp*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Angus Smith, pilot on the steamer *Earl Grey*, and also of all the evidence taken at the latest investigation held in regard to the said complaints, and of the report of the investigation with regard to the same. Presented 20th January, 1913—*Mr. Macdonald.*
Not printed.

61*qqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael J. Sampson, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*rrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of William Hackett, harbour commissioner at North Sydney, Nova Scotia, in the riding

CONTENTS OF VOLUME 27—*Continued.*

of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to same, and a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. McKenzie.*

Not printed.

61*sss.* Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of Hormidas Lacasse, as wharfinger on the government wharf at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*ttt.* Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, evidence and correspondence, relating to the dismissal of Geoffrey Gorman, coxswain of the lifeboat station at Herring Cove, Halifax County, N.S. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.. .. .. *Not printed.*

61*uuu.* Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain George Wetmore, harbour master at Yarmouth, Yarmouth County, N.S., and the same information regarding the appointment of Captain Wetmore's successor, and of all evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 20th January, 1913.—*Mr. Law*.. .. ..*Not printed.*

61*vvv.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Stanley Henlow, lightkeeper at Liscomb, Guysborough County, N.S., and of evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*www.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, fishery officer at Louisburg, Cape Breton South, N.S., and of the evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 20th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*xxx.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Elias M. Boudrot, keeper of storm signal at Petit de Grat, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 20th January, 1913.—*Mr Kyte*.. .. ..*Not printed.*

61*yyy.* Return to an Order of the House of the 10th December, 1912, for a return of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. B. Cox, Superintendent of Reduction Works at Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*zzz.* Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Jeffrey Crespo, sub-collector of Customs at Harbour au Bouche, Antigonish County, Nova Scotia, and of all letters, telegrams, correspondence and reports relating in any way to his dismissal and the appointment of a successor. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish).*

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*aaaa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, papers, charges and correspondence between the Department of Customs and all other persons regarding the dismissal from office of Thomas Cameron, preventive officer at Andover, N.B., and also of all evidence and reports thereon with reference to the dismissal of the said officer. Presented 20th January, 1913.—*Mr. Michaud.*
Not printed.

61*bbbb*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of L. W. Pye, customs officer at Liscomb, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*cccc*. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, inquiries, reports, correspondence, and of all documents relating to the dismissal of Lucien O. Thisdale, a customs employee at Valleyfield, Quebec, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Papineau.*
Not printed.

61*dddd*. Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams, correspondence, reports, and other documents relating to the dismissal of Alexander Macdonald of Doctor's Brook, Antigonish County, as sub-collector of customs. Presented 20th January, 1913.—*Mr. Chisholm* (*Antigonish*).
Not printed.

61*eeee*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Henry Cann, customs official and preventive officer at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 20th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed*

61*ffff*. Return to an Order of the House of the 10th December, 1912, for a copy of all documents concerning the dismissal of Charles Mennier, customs preventive officer at Marieville, Quebec. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*gggg*. Return to an Order of the House of the 5th December, 1912, for a copy of all charges, correspondence, letters, telegrams, instructions, minutes of evidence taken and had on any inquiry investigation had, held or taken, and of all other papers and documents relating to the dismissal of George H. Cochrane, Collector of Customs at the Port of Moncton, New Brunswick; together with a copy of all letters and other correspondence between the Honourable Minister of Customs, and the member representing the County of Westmorland, New Brunswick, in this House, and of all letters, papers, telegrams, recommendations, appointments, or other papers and documents relating to the appointment of a collector of customs to succeed the said George H. Cochrane. Presented 20th January, 1913.—*Mr Emmerson*.. .. ..*Not printed.*

61*hhhh*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of C Michaud, postmaster at St. Germain, Kamouraska, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Lapointe* (*Kamouraska*).. ..*Not printed.*

61*iiii*. Return to an Order of the House of the 25th March, 1912, for a copy of all letters, telegrams and other documents, and of all complaints or accusations relating in any manner to the dismissal of Mr. Emile Archambault, letter carrier of Montreal, and a copy of the inquiry, and of the report of the inquiry held. Presented 20th January, 1913.—*Mr. Seguin*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*jjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman Morrison, postmaster at Ferguson's Lake, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. .. *Not printed.*

61*kkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. J. McKillop, postmaster at McKillop, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. .. *Not printed.*

61*llll*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, papers and reports in connection with the investigation recently held at the Ste. Agathe post office, County of Terrebonne. Presented 21st January, 1913.—*Mr. Lemieux*.. .. .. *Not printed.*

61*mmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Bertie Boudrot, lightkeeper at Poulamon, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 22nd January, 1913.—*Mr. Kyte*.. .. .. *Not printed.*

61*nnnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams and other documents and of all complaints, accusations and requests for inquiry, relating in any manner to the lighthouse keepers of Repentigny, P.Q., Messrs. Leon Rivest, J. B. Lachapelle and Louis Dubois, since 21st September last; also a copy of the inquiry and the report of the inquiry held in the matter. Presented 22nd January, 1913.—*Mr. Seguin*.. .. .. *Not printed.*

61*oooo*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the dismissal of L. P. Carignan, forest ranger in the constituency of Champlain, Quebec. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.. .. .. *Not printed.*

61*pppp*. Return to an Order of the House of the 5th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, letters, reports of investigations and other documents in the possession of the Department of Customs, relating to the dismissal of James S. Harvey, preventive officer, New Richmond, Quebec; W. L. Kempffer, preventive officer at Paspebiac, Quebec; J. Herbert Sweetman, preventive officer at Port Daniel, Quebec; J. B. Le Blanc, preventive officer, at Carleton, Quebec; J. Nadeau, preventive officer, Nouvelle, Quebec, as well as a copy of all recommendations made regarding the appointment of their various successors and the names, salaries, duties and residences, with a copy of their instructions. Presented 24th January, 1913.—*Mr. Marcil*.. .. .. *Not printed.*

61*qqqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of William Marsh, preventive officer at Little Pond, Sydney Mines, in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie*. *Not printed.*

61*rrrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters, telegrams, and petitions, for and against the dismissal of Duncan McDonald, preventive officer of customs at Athelstan, County of Huntingdon; also a copy of the report of investigation and evidence submitted to investigating commissioner. Presented 24th January, 1913.—*Mr. Robb*.. .. .. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ssss*. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all papers, documents, orders in council, telegrams, letters, &c., relating to the dismissal from office of Lemuel Bent, late Collector of Customs at Oxford, N.S. Presented 24th January 1913.—*Mr. Maclean (Halifax).* *Not printed.*

61*tttt*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Pascal Poirier, Collector of Customs at Descouse, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*uuuu*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning the dismissal of Donald J. Hachey, Collector of Customs at Bathurst, County of Gloucester, and the appointment of his successor. Presented 24th January, 1913.—*Mr. Turgeon.* *Not printed.*

61*vvvv*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of John Maher, from the service of the Customs Department at Montreal. Presented 24th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*wwww*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Peter Fougère, preventive and customs officer at Petit de Grat, Richmond county, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*xxxx*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Grantmyre, preventive officer at Little Bras D'or, N.S., in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*yyyy*. Return to an Order of the House of the 15th January, 1913, for a return showing all the employees on the Soulanges Canal who have been dismissed from their duties since the 21st September, 1911, by whom each of these employees has been replaced, and for what causes were they dismissed. Presented 27th January,1913.—*Mr. Bureau*.. .. ..*Not printed.*

61*zzzz*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Andrew Melville, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*aaaaa*. Return to an Order of the House of 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Short, canal bridgetender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Guthrie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*bbbbb*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of N. Broderick, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*ccccc*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Thomas McLatchie, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Graham*.. .. ..*Not printed.*

61*ddddd*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Elgin McLaughlin, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Emmerson*.. .. ..*Not printed.*

61*eeeee*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Robert Robertson, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*fffff*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William L. Gladstone, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Pugsley*.. .. ..*Not printed.*

61*ggggg*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Byron VanCamp, locktender at Cardinal, Ontario. Presented 7th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*hhhhh*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Samuel English, canal bridge tender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*iiiii*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward F. Moran, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

67*jjjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters correspondence, documents and reports relating to the dismissal of William R. Fougere, of Frankville, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigations of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*kkkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of John Melanson, of Afton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*lllll*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Ronald D. McDonald, fishery overseer, at Broad Cove, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Chisholm (Inverness)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*mmmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McLean, fishery officer at Gabarouse, Cape Breton South, N.S., and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 27th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*nnnnn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of A. R. Forbes, fishery overseer at North Sydney, Nova Scotia in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*ooooo*. Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams, complaints, petitions, and other documents concerning the dismissal of Sebastien Savoie, superintendent of the lobster hatchery at Shippigan, Gloucester County, N.B., and the appointment of his successor. Presented 27th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*ppppp*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. S. Hendsbee, weigher, reduction works, Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*qqqqq*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Muce, lightkeeper at Cheticamp Island, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 29th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*rrrrr*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Dr. J. D. R. Williams, collector of canal tolls at Cardinal, Ontario, and of the appointment of his successor. Presented 30th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*sssss*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John W. Bohan, preventive officer at Bath, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*ttttt*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of J. V. Smith, sub-collector of customs at Wood's Harbour, Shelburne County, N.S. Presented 3rd February, 1913. —*Mr. Law*.. .. ..*Not printed.*

61*uuuuu*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John Y. Fleming, customs officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*vvvvv*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Matthias Meagher, preventive officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*wwwww*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints, and of the evidence given at investigation, if one was held, relating to the dismissal of Mr. A. J. Gosselin, acting preventive officer of customs at St. Albans, Vermont, through the port of St. Armand, County of Missisquoi. Presented 4th February, 1913.—*Mr. Kay*.. .. ..*Not printed.*

61*xxxxx*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, and petitions for and against the dismissal of James W. Bannon, preventive officer of customs at St. Agnes de Dundee, County of Huntingdon also a copy of the report of investigation and evidence, if any, submitted to investigating commissioner. Presented 4th February, 1913.—*Mr. Robb*.. .. ..*Not printed.*

61*yyyyy*. Return to an Order of the House of the 4th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Pictou since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and all complaints and correspondence with respect to same, and of all reports of investigation where investigations have been held. Presented 4th February, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*zzzzz*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of James Murphy from the position of postmaster at Tweed, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*a*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of H. B. Easton, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*b*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of B. Hughes, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Walsh, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Newton S. Dow, immigration agent at McAdam Junction, York County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Oliver Hemphill, immigration agent at Debec, Carleton County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Martin Johnston, preventive officer at Rea Islands, Richmond County, N.S Presented 6th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*g*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents respecting the dismissal of J. E. Phaneuf, postmaster of St. Hugues, County of Bagot. Presented 6th February, 1913.—*Mr. Marcile*.. .. ..*Not printed*

61 (6*h*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Murdock McCutcheon, postmaster at Sonora, Guysborough County, N.S., and of all evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 6th February, 1913.—*Mr. Sinclair*.. .. ..*Not printed*

61 (6*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Duncan Gillies, fishery overseer at Baddeck, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 7th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*j*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, correspondence, petitions and of all documents and reports respecting the dismissal of Antonio Leduc, postmaster of St. Timothée, in the County of Beauharnois and the appointment of his successor. Presented 7th February, 1913.—*Mr. Papineau*.. .. ..*Not printed.*

61 (6*k*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of the recommendation to council, the order in council, all correspondence with the government or any member thereof, and of all letters, documents and papers in any way connected with the dismissal of Charles Arthur Bowman from the engineering branch of the Department of Railways and Canals.—*Mr. Clark (Red Deer)*.. .. ..*Not printed.*

61 (6*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Elnathan D. Smith, fishery overseer, Shag Harbour, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*m*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Donald McAulay, lightkeeper, Plaister, Baddeck Bay, C.B., riding of North Cape Breton and Victoria, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.* *Not printed.*

61 (6*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, lightkeeper at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, wharfinger at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John C Morrison, harbour master at Shelburne, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (6*q*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain Roderick McDonald, tide waiter, at Big Bras D'Or, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of James Maloney, customs officer at Dingwall, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie*.. .. .. ..*Not printed.*

61 (6*s*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Hugh D. McEachern, customs officer at north side East Bay, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports and correspondence relating to the dismissal of Thos. H. Hall, sub-collector of customs at Sheet Harbour, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61(6*u*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of J. A. McNeil, customs officer at Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*v*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Burchell, custom house officer at Sydney Mines, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. H. Saver, collector of customs at Cardinal, Ont., and the appointment of his successor. Presented 11th February, 1913.—*Mr. McMillan.*
Not printed.

CONTENTS OF VOLUME 27 —*Continued.*

61 (6*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of Captain George Livingstone, custom officer at Big Bras D'Or, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (*y*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, reports and other documents and papers relating to the dismissal of H. Lacasse, as postmaster at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 13th February, 1913.—*Mr. Proulx.. ..Not printed*

61 (6*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other papers connected with the removal of Harry A. Drigg, from the position of postmaster at Grassey Lake, Alberta. Presented 13th February, 1913.—*Mr. Buchanan.. .. ..Not printed*

61 (7*a*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, memoranda, orders in council, and correspondence relating to the dismissal of A. H. Stratton, late postmaster at Peterborough, Ont. Presented 17th February, 1913.—*Mr. Maclean (Halifax).*
Not printed

61 (7*b*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Burrell, postmaster, Yarmouth North, Yarmouth County, N.S., and the same information regarding the appointment of Henry Burrell's successor, and of the evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed.*

61 (7*c*). Return to an Order of the House of the 4th December, 1912, for a return showing all the postmasters dismissed by the present government in the County of Gloucester, the names of such persons, the reasons for their dismissal, nature of the charges made against them; also a copy of all correspondence connected with it, and reports of investigations in cases where such investigations were instituted. Presented 18th February, 1913.—*Mr. Turgeon.. .. ..Not printed.*

61 (7*d*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Charles A. Webster, port physician at Yarmouth, County of Yarmouth N.S., and the same information regarding the appointment of Dr. Webster's successor. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed*

61 (7*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Marine and Fisheries and all other persons, regarding the dismissal of Jos. Lord, keeper of lighthouses at Pointe à la Mule on the River Richelieu, Parish of St. Blaise, County of Saint Jean and Iberville and of all reports thereon with reference to the dismissal of the said Mr. Lord. Presented 19th February, 1913.—*Mr. Demers.. .. .. ..Not printed.*

61 (7*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams and petitions concerning the dismissal of Henri Friolet, wharfinger at Caraquet, and Richard Southwood, wharfinger and agent of the Storm Signal Service at Bathurst, Gloucester County, N.B., and the appointment of their successors. Presented 19th February, 1913.—*Mr. Turgeon.. .. .. ..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*g*). Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents, respecting the removal of Joseph L. Robichaud, lighthouse keeper at Miscou, County of Gloucester, and the appointment of his successor; also of all correspondence respecting the engagement of the engineer of fog alarm system attached to that station, and the certificates required by the Minister of Marine, showing the competence of that engineer; with the names of the new keeper and of the said engineer and their ages. Presented 19th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61 (7*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain Pope as lighthouse keeper at Scatarie, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll*.. .. .. ..*Not printed*

61 (7*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain W. W. Lewis, as shipping master at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll.*
Not printed.

61 (7*j*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of postmasters that have been dismissed in the County of Bonaventure since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and a copy of all complaints and correspondence with respect to same, and of all reports of investigations where such have been held, with the reasons given for not holding any such investigation, when not held. Presented 19th February, 1913.—*Mr. Marcil*.. .. ..*Not printed*

61 (7*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Hines, lighthouse keeper at South Ingonish, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 20th February, 1913.—*Mr. McKenzie*..*Not printed.*

61 (7*l*). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the lighthouse keepers removed by the present government in the County of Two Mountains, the names of such persons, the reasons for their dismissal, the nature of the complaints made against them; also a copy of all correspondence and petitions relating thereto, and reports of inquiries in the cases, where such have been held; and also the names of their successors. Presented 20th February, 1913.—*Mr. Ethier*.. .. ..*Not printed.*

61 (7*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McDonald, preventive officer at Mull River, Inverness County, Nova Scotia. Presented 20th February, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (7*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, correspondence on file referring to the dismissal of Donald Chisholm, of Tracadie, in the County of Antigonish, as preventive officer. Presented 20th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of Edward C. Humphreys, of Trenton, N.S., as an officer of the Inland Revenue Department and to the appointment of his successor. Presented 20th February, 1913.—*Mr. Macdonald.* *Not printed.*

61 (7*p*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of H. J. Fixott, port physician at Arichat, Richmond County, N.S. Presented 21st February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (7*q*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of D. Morin as postmaster of St. Pie de Bagot, County of Bagot. Presented 21st February, 1913.—*Mr. Marcil (Bagot)*.. .. ..*Not printed.*

61 (7*r*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, investigations and papers generally concerning the dismissal of Ernest Paquin, postmaster of St. Cecile de Levrard, County of Nicolet. Presented 21st February, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61 (7*s*). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all complaints and charges made against John R. McDonald, Indian agent at Heatherton, Antigonish County, of the recommendations to council and of the order in council made thereon, and of all letters, correspondence, and documents connected in any way with his dismissal. Presented 25th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed.*

61 (7*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Joseph Day, customs officer at Little Bras D'Or, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (7*u*). Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all complaints against Duncan McLeod, appraiser of customs at Sherbrooke, Province of Quebec, of all information obtained as to his conduct through seizures of goods by special officers of customs and by investigation; of all reports of investigation; of the order in council dismissing said Duncan McLeod; and of all correspondence between him and the Department of Customs. Presented 25th February, 1913.—*Mr. McCrae*.. .. ..*Not printed.*

61 (7*v*). Return to an Order of the House of the 17th February, 1913, for a copy of all papers, letters, telegrams, evidence, &c., given at the investigation or investigations and of reports of such investigations, relating to the dismissal of Edouard D Chiasson, sub-collector of customs at Lamèque, Gloucester County, and the appointment of his successor. Presented 25th February, 1913.—*Mr. Turgeon*.. ..*Not printed.*

61 (7*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of George F. Briggs, customs officer at McAdam Junction, York County, N.B. Presented 25th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William A. Duan, lightkeeper at Green Island, Richmond County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (7*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Cameron, preventive officer at Andover, N.B., and of the evidence taken and reports of investigation held by Mr. E. T. C. Knowles, in connection with the same. Presented 26th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (7*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Joseph McDonald, late of the customs office at Sydney, Cape Breton, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61 (8*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Angus McGillivray, late of customs office at Glace Bay, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61 (8*b*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Roderick Bain, boatman at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expenses of such investigation. Presented 26th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. A. Scott, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan.* *Not printed.*

61 (8*d*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Bert Johnson, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61 (8*e*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John Merrifield, lockmaster at Burritts Rapids, Ont., and the appointment of his successor. Presented 27th February, 1913.—*Mr. Chisholm.* *Not printed.*

61 (8*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Neil Cummings, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Railways and Canals and all other persons, regarding the dismissal of Mr. François Chagnon, lockkeeper at Saint Jean, County of Saint Jean and Iberville, and of all reports thereon with reference to the dismissal of the said Mr. Chagnon. Presented 27th February, 1913.—*Mr. Demers*.. .. ..*Not printed.*

61 (8*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Neil McNeil, bridge tender, Intercolonial railway, at Grand Narrows in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McKenzie, sectionman, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*j*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John Fraser, bridge tender, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*k*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Demetrius Crozier, lockman at Merrickville, Ontario. Presented 27th February, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61 (8*l*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Patrick Cussuk, lockman at Merrickville, Ontario Presented 27th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (8*m*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Joseph H. Webster, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Pacaud*.. .. ..*Not printed.*

61 (8*n*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Cyrus O'Neil, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Kyte*... .. ..*Not printed.*

61 (8*o*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Michael Laughtin, bridgeman at Burritts Rapids, Ontario. Presented 27th February, 1913.—*Mr. Papineau*.. .. ..*Not printed.*

61 (8*p*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John McKay, bridgeman at Becketts, Ontario. Presented 27th February, 1913.—*Mr. Lanctot*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*q*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward Proctor, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Neely*.. .. ..*Not printed.*

61 (8*r*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William Morrison, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Cash*.. .. ..*Not printed.*

61 (8*s*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Adam Henderson, bridgemaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. Murphy.* *Not printed.*

61 (8*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Feehan, fishery guardian or warden at Tracadie Harbour and Savage Harbour, Prince Edward Island. Presented 27th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (8*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John C. McNeil, lighthouse keeper at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie.* *Not printed.*

61 (8*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. A. Chisholm, fishery overseer at Margaree Forks, Inverness County, Nova Scotia. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

61 (8*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Charles E. Aucoin, collector of customs at Cheticamp, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (8*x*). Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (8*y*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters and correspondence exchanged in reference to the dismissal of Cyprien Martin, of St. Basile, County of Madawaska, N.B., between the Department of Customs and the said Mr. Martin as preventive officer. Presented 28th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Angus A. Boyd, postmaster at Boyd's post office, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John B. Macdonald, postmaster at Glasburn, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed*

61 (9*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Alex. G. Chisholm, postmaster at Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

61 (9*c*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John J. McLean, postmaster at Cross Roads, Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

61 (9*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dougald McDonald, postmaster at Doctors Brook, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*e*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dan. A. McInnes, postmaster at Georgeville, Antigonish County, Nova Scotia, and of all letters, telegrams, and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, letters, correspondence, telegrams and other documents relating to the dismissal of E. A. Asker, harbour master at Campbellton. Presented 3rd March, 1913.—*Mr. Reid (Restigouche)*.. .. ..*Not printed.*

61 (9*g*). Return to an Order of the House of the 10th February, 1913, for a copy of all papers, letters, documents and orders relative to the dismissal of Fred Shultz as caretaker of the armouries at Kentville, Nova Scotia, and of the appointment of William Shoop in his place and also for a statement of the stores in said armouries in the years 1910, 1911, 1912, respectively, and for a copy of all orders and regulations relative to the duties of such caretaker. Presented 3rd March, 1913.—*Mr. Macdonald. Not printed.*

61 (9*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Freeman O'Neil, from the Marine Hospital at Louisburg, Cape Breton South, N.S., and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 10th March, 1913.—*Mr. Carroll..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*i*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, wharfinger at Descouse, Richmond County, N.S. Presented 10th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*j*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman L. Trefry, shipping master at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Mr. Trefry's successor Presented 10th March, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (9*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of James Amereault, lighthouse keeper at New Edinburgh, Digby County, N.S. Presented 10th March, 1913.—*Mr. McLean (Halifax)*.. .. ..*Not printed*

61 (9*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of H. B. Manley, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed.*

61 (9*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of John Spicer, senior assistant of the Moosejaw Land Agency. Presented 10th March, 1913.—*Mr. Knowles*.. .. ..*Not printed.*

61 (9*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other documents respecting the dismissal of Robert Pragnall from the position of agent of the Dominion Land Office at Swift Current and the appointment of his successor. Presented 10th March, 1913.—*Mr. Knowles.* *Not printed.*

61 (9*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of G. M. Ullyot, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed.*

61 (9*p*). Return to an Order of the House of the 9th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Saskatoon, with the names of the dismissed occupants, the reasons for their dismissals, the complaints against such officials, and all correspondence with respect to the same, and of all reports of investigations, in case where such were held. Presented 17th March, 1913.—*Mr. McCraney*.. .. ..*Not printed.*

61 (9*q*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports, affidavits and other documents in the Department of Inland Revenue, respecting the dismissal of J. N. Poirier, Collector of Excise at Victoriaville, County of Arthabaska, and the names of the witnesses interested, with a copy of the evidence and a statement of expenses of the said inquiry. Presented 17th March, 1913.—*Mr. Brouillard*.. .. ..*Not printed.*

61 (9*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John G. Morrison, fishery inspector at Englishtown, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Edward Landry, lightkeeper, Petite de Grat, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*t*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, petitions, letters, correspondence, inquiries and reports concerning the dismissal of Evariste Talbot, employed in the general freight office of the Intercolonial. Presented 18th March, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed*

61 (9*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways or any department of the government, relating to the dismissal of Philip H. Ryan, an employee of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Sinclair*..*Not printed.*

61 (9*v*). Return to an Order of the House of the 3rd February, 1913, for a return showing how many postmasters and other post office employees were removed from office respectively, from the 1st of July, 1896, to the 1st of October, 1911, and the number in each province; and from the 10th of October, 1911, up to date, with the number in each province; also the number of post offices in operation in each province on the 1st July, 1896. Presented 26th March, 1913.—*Mr. Rainville*.....*Not printed.*

61 (9*w*). Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all orders in council, and of all letters, telegrams, complaints, petitions and of all other documents of any kind, in the possession of the government, or of any department or official thereof, in any way relating to or concerning the dismissal of Dr. Clarence T. Campbell, post office inspector at London, Ontario. Presented 26th March, 1913.—*Mr. Ross*.....*Not printed.*

61 (9*x*). Return to an Order of the House of the 9th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Missisquoi since 1st October, 1911, the names of the postmasters who have been appointed to succeed them, the cause of the dismissals and a copy of all complaints and correspondence with respect to the same, and of all reports of investigations where such have been held. Presented 26th March, 1913.—*Mr. Kay*.....*Not printed.*

61 (9*y*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, regarding any change in any post office or postmastership in Bonaventure County, between 5th December, 1912, up to date. Presented 26th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

61 (9*z*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, correspondence, orders in council, &c., relative to the dismissal of S. A. Johnson, late postmaster at Petite Rivière, Lunenburg County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (10*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Murdock McKenzie, postmaster at Millville Boulardarie, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 26th March, 1913.—*Mr. McKenzie* .....*Not printed.*

61 (10*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all documents, correspondence and telegrams relating to the dismissal of James Stewart, postmaster at Middleton, Antigonish County, and the appointment of his successor. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*

61 (10*c*). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Lauchlin McNeil, postmaster at New France, County of Antigonish, and the appointment of his suc- Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (10*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Frank Dunlop, postmaster at Groves Point, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expense of such investigation. Presented 26th March, 1913.—*Mr. McKenzie.*

Not printed.

61 (10*e*). Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, complaints, petitions and other documents relating to the investigation of A. W. Salsman, postmaster at Middle Country Harbour, N.S., and to the appointment of his successor. Presented 26th March, 1913.—*Mr. Sinclair.*

Not printed.

61 (10*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Richard Conroy, postmaster at Cross Roads, County Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*g*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abner Carr, postmaster at St. Francis Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*h*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker Sangster, postmaster, Upper New Harbour, Guysborough County, NS., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*i*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of Alexander Marion, from the position of postmaster at Rockland, Ontario. Presented 26th March, 1913.—*Mr. Murphy* .....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*j*). Return to an Order of the House of the 4th December, 1912, for a copy of the evidence taken and the report made by each commissioner appointed since 1st of November, 1911, to conduct an investigation into charges of offensive partizanship made against postmasters in the County of Russell. Presented 26th March, 1913.—*Mr. Murphy* ....*Not printed.*

61 (10*k*). Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, evidence, reports, findings and correspondence, relating to the dismissal of Mathew Boutilier, recently postmaster at Mushaboom, Halifax County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.....*Not printed*

61 (10*l*). Return to an Order of the House of the 29th January, 1913, for a return showing the names of the postmasters in the County of Joliette, who have been dismissed from 1896 to September, 1911; their respective parishes; dates of their dismissals; the reasons alleged; whether an inquiry was made in each case; on whose recommendation in each case the dismissals were made; names of successors in each case, and on whose recommendation were they appointed. Presented 26th March, 1913.—*Mr. Guilbault.* *Not printed.*

61 (10*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of T. Doane Crowell, postmaster at Shag Harbour, Shelburne County, N.S., and the appointment of his successor. Presented 26th March, 1913.—*Mr. Law.* *Not printed.*

61 (10*n*). Return to an Order of the House of the 22nd January, 1913, for a return showing the postmasters who have been dismissed in the County of Vaudreuil, the dates of their appointment, the cause of their dismissal and by whom their dismissal was requested. Presented 26th March, 1913.—*Mr. Boyer*.....*Not printed.*

61 (10*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of Mrs. Spinney, postmistress at Upper Port La Tour, Shelburne County, N.S. Presented 26th March, 1913.—*Mr. Law*..... .....*Not printed.*

61 (10*p*). Return to an Order of the House of the 29th January, 1913, for a return showing the number of postmasters dismissed in the County of Rimouski since 21st September, 1911, giving their names. Presented 26th March, 1913.—*Mr. Lapointe (Kamouraska)* ....*Not printed.*

61 (10*q*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Wright, giving the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, with all reports of investigations where such were held. Presented 27th March, 1913.—*Mr. Devlin*.....*Not printed*

61 (10*r*). Return to an Order of the House of the 29th January, 9113, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John R. McLennan, janitor of the public building at Inverness Town, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th March, 1913.—*Mr. Chisholm (Inverness)*..... ....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the dismissal of James Arbuckle, caretaker of the public buildings at Pictou, and the appointment of two successors in his stead. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (10*t*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Mary Dunlop, telegraph operator at Groves Point, Cape Breton County, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 28th March, 1913.—*Mr. McKenzie* .....*Not printed.*

61 (10*u*). Return to an Order of the House of the 4th December, 1912, for a return showing the foremen employed at the various public works in the County of Gloucester on the 21st of September, 1911, who have been dismissed since by the present administration, containing their names, reasons of dismissal, nature of the charges made against them, also a copy of all correspondence connected with the same and reports of inquiries, in cases where such inquiries have been instituted. Presented 28th March, 1913.—*Mr. Turgeon*..... .....*Not printed*

61 (10*v*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Captain Lyons, of the dredge *Northumberland*, and the appointment of his successor. Presented 28th March, 1913.—*Mr. Macdonald*..... .....*Not printed.*

61 (10*w*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of James McCartin, from the position of inspector of the concrete work forming part of the contract for the construction of the The Plaza at the City of Ottawa Presented 28th March, 1913.—*Mr. Murphy* ....*Not printed.*

61 (10*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert C. Morrison, postmaster at St. Peters, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams and other papers relating to the appointment of Mr. Morrison's successor. Presented 31st March, 1913.—*Mr. Kyte.* *Not printed*

61 (10*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Dugas, storm signal attendant at Alder Point, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 4th April, 1913.—*Mr. McKenzie.* *Not printed.*

61 (10*z*). Return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th April, 1913.—*Mr. Macdonald*..... .....*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*a*). Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William L. Munro, lightkeeper at White Head, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 4th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*b*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, correspondence, reports and documents touching the dismissals of Alexander R. McAdam as fishery officer for the County of Antigonish, N.S., and the appointment of his successor. Presented 4th April, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (11*c*). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Marine and Fisheries Department, or any department of the government, relating to the dismissal of Stephen C. Richard, lightkeeper at Charlos Cove, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th April, 1913—*Mr. Sinclair*.....*Not printed.*

61 (11*d*). Supplementary to an Order of the House of the 7th February, 1912, for a return showing for each department of the government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented 7th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*e*). Return to an Order of the House of the 7th December, 1912, for a return showing the public officers removed by the present government in the district of Lotbinière, with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints made against them, also a copy of all correspondence relating thereto and reports of inquiries in the cases where such inquiries have been held. Presented 9th April, 1913.—*Mr. Fortier*.....*Not printed*

61 (11*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Miss Gertie Lewis, as postmistress at Main-a-dieu, Cape Breton South, N.S., and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 9th April, 1913.—*Mr. Carroll* .....*Not printed.*

61 (11*g*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of John Taylor, late postmaster at Carnduff, Sask., and of all reports of investigation held, &c. Presented 9th April, 1913.—*Mr. Turriff*.....*Not printed.*

61 (11*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Mitchell, from the position of postmaster at Dominion, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 9th April, 1913.—*Mr. Carroll.* *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other correspondence relating to the dismissal of Thomas J. Sears, postmaster at Lochaber, N.S., and the appointment of his successor; of the evidence taken, and of the report thereon made by Commissioner Duchemin, on the charges, if any, made against the dismissed postmaster. Presented 9th April, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (11*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of the postmaster at Alsask, Saskatchewan. Presented 9th April, 1913.—*Mr. Knowles*.....*Not printed*

61 (11*k*). Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, instructions and other papers and documents in the possession of the Department of Marine and Fisheries, or any officer thereof, relating to the dismissal or appointment of fishery guardians or fishery officers, in the County of Guysborough, N.S., bearing date since the 10th day of October, 1911. Presented 9th April, 1913.—*Mr. Sinclair*.....*Not printed*

61 (11*l*). Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against John R. Morrison, postmaster at Oban, Richmond County, N.S., and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 14th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*m*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. G. McDonald, postmaster of North East Margaree, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th April, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (11*n*). Return to an Order of the House of the 9th December, 1912, for a return showing in detail the number of dismissals from public office by the present government to this date, in the constituency of Qu'Appelle, with the names of the dismissed officers, and the reason for their dismissal, the complaints against such officials and a copy of all correspondence, petitions, papers and documents with respect to the same, and of all notes of evidence and reports of investigations in cases where they have taken place. Presented 14th April, 1913.—*Mr. Thomson (Qu'Appelle)*.....*Not printed.*

61 (11*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries or any department of the government, relating to the dismissal of David Reid, fishery officer at Port Wilford, N.S., and if there was an investigation, the names of the witnesses examined, a copy of the evidence, and a detailed statement of the expenses of each investigation. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*p*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert Musgrave, postmaster at North Sydney, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. McKenzie*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. D. Archibald, postmaster at Glenelg, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (11*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, postmaster at Descouse, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenss of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman McAskill, postmaster at Framboise, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, postmaster and collector of customs at Salmon River, Digby County, N.S. Presented 15th April, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (11*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Mrs. Annie Gallivan, as postmistress at Whitney Pier, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 15th April, 1913.—*Mr. Carroll*.....*Not printed.*

61 (11*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Wm. J. Paquet, postmaster at Souris, P.E.I. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*w*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, petitions and recommendations, &c., relating to the dismissal of the postmaster at St. Anaclet, County of Rimouski, during the year 1912, and of the appointment of his successor. Presented 15th April, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed*

61 (11*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of George Gunn, postmaster at French Village, Prince Edward Island. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*y*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Mackenzie, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where any such were held. Presented 15th April, 1913.—*Mr. Cash*..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*z*). Return to an Order of the House of the 7th April, 1913, for a copy of all charges investigated by Commissioner W. J. Code, and also of the evidence taken and the report made by the said commissioner. Presented 16th April, 1913.—*Mr. Murphy.*
Not printed.

61 (12*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. F. McLean, fishery overseer at Port Hood, Inverness County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 16th April, 1913.—*Mr. Chisholm (Inverness).....Not printed*

61 (12*b*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. Scott Nelson, postmaster at Louisdale, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913. —*Mr. Kyte.....Not printed*

61 (12*c*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Joseph McMullen, from the post office at Bridgeport, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 16th April, 1913.—*Mr. Carroll....Not printed.*

61 (12*d*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick A. Martell, postmaster at L'Ardoise, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913.—*Mr. Kyte.....Not printed.*

61 (12*e*). Return to an Order of the House of the 11th December, 1912, for a copy of all representations, statements and complaints as to political activity made against John A. Macdonald, postmaster at McArras Brook, Antigonish County, and of all correspondence relating to the charges made against him and of the report of Commissioner Duchemin on said charges. Presented 16th April, 1913.—*Mr. Chisholm (Antigonish).....Not printed*

61 (12*f*). Return to an Address to His Royal Highness the Governor General of the 7th December, 1911, for a copy of all papers, correspondence and orders in council in connection with and relating to the dismissal from office of public officials from each of the departments of government since the 1st day of October last past, including both Inside and Outside Service. Presented 18th April, 1913.—*Mr. Carvell.....Not printed.*

61 (12*g*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, order in council, &c., relative to the dismissal of Edward Doucett, sub-collector of customs, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax).*
Not printed.

61 (12*h*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, orders in council, &c., relative to the dismissal of Mr. LeBlanc, sub-collector of customs, Church Point, Digby County, N.S. Presented 21st April, 1913. *Mr. McLean (Halifax).*
Not printed

CONTENTS OF VOLUME 27—*Continued.*

61 (12*i*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John C. Bourinot, chief customs officer at Port Hawkesbury, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 21st April, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (12*j*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, evidence, correspondence, letters and telegrams in the Department of Railways and Canals since the 21st day of September, 1911, relating to the dismissal of Alexander E. Morrison, Point Tupper, N.S., from the service of the Intercolonial railway, and of all recommendations for the appointment of his successor. Presented 21st April, 1913.—*Mr. Kyte*.. .. ..*Not printed*

61 (12*k*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, reports and other papers and documents received from the officers of the Canadian Brotherhood of Railway Employees, by the Department of Labour, or of the Department of Railways and Canals, between the 1st day of January, 1912, and the 25th day of January, 1913, relating to investigations and dismissals of employees for political partizanship, and of the replies thereto. Presented 22nd April, 1913.—*Mr. Sinclair*..... .....*Not printed.*

61 (12*l*). Return to an Order of the House of the 31st March, 1913, for a copy of all complaints and charges against James Falconer, of Newcastle, County of Northumberland, New Brunswick, as correspondent of the *Labour Gazette* at Newcastle, and of all letters, telegrams and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 22nd April, 1913.—*Mr. Loggie*..*Not printed.*

61 (12*m*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John B. Chisholm, lightkeeper at Port Hastings, Inverness County, Nova Scotia, and the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 24th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (12*n*). Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, charges and other documents, relating to the dismissal of Epiphane Nadeau, immigration agent at St. Leonard, Victoria County, N.B. Presented 25th April, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (12*o*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of D. J. Morrison, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed

61 (12*p*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Rod McLeod, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. McLachlin, postmaster at Marble Mountain, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).. .. ..Not printed.*

61 (12*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abram LeBlanc, postmaster at West Arichat, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 25th April, 1913.—*Mr. Kyte..... ....Not printed.*

61 (12*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Charles J. Lafford, postmaster at Grand Grove, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Kyte..... .....Not printed*

61 (12*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. S. Lawrence, postmaster at Margrave Harbour, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin. in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr Chisholm (Inverness).. .. ..Not printed.*

61 (12*u*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John K. McDonald, postmaster at Whycocomagh, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).....Not printed*

61 (12*v*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain P. J. Wilcox, from the customs office at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigations held by H. P Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carroll.*

Not printed

61 (12*w*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of M. J. McKennon, from the customs office at Glace Bay, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carvell.....Not printed*

61 (12*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain John Arsenault, telegraph line repairer at Alder Point, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 29th April, 1913.—*Mr. McKenzie.*

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. John Arsenault, telegraph operator at Alder Point, N.S., in the riding of North Cape Breton and Victoria. Presented 2nd May, 1913.—*Mr. McKenzie.*
Not printed

61 (12*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals or any department of the government, relating to the dismissal of A. J. Wilkinson, at Mulgrave, N.S and if there was an investigation, the names of all witnesses examined and a detailed statement of the expenses of such investigation. Presented 2nd May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*a*). Charges made against Mr. H. A. Bayfield, superintendent of dredging, British Columbia.—(*Senate*).. .. ..*Not printed.*

61 (13*b*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. G. McKay, lighthouse keeper at Bird Island, Big Bras D'or, North Cape Breton and Victoria, and of the evidence taken, and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 5th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*c*). Return to an Order of the House of the 10th March, 1913, for a copy of all reports, charges, and correspondence in the office of the Department of Marine and Fisheries relating to charges of political partizanship against Michael O'Brien, lightkeeper at Bear Island, Richmond County, N.S., and of the instructions issued to H. P. Duchemin, commissioner, to investigate the same together with the Commissioner's report and finding thereon, and his expenses of holding such investigations. Presented 7th May, 1913.—*Mr. Kyte*.....*Not printed.*

61 (13*d*). Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations and other documents bearing on or having relation to the dismissal of J. H. Leduc, as medical port officer of the port of Three Rivers, P.Q. Presented 7th May, 1913.—*Mr. Bureau*..*Not printed.*

61 (13*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Patrick Shea, postmaster at Tompkinsville, Guysborough County, N.S. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Elias Rawding, postmaster at Clementsport, Annapolis County, N.S., and of all letters, petitions, telegrams, and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Charles McLean, postmaster at Strathlorne, Inverness County, Nova Scotia Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

61 (13*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Angus R. McDonald, postmaster at Broad Cove Chapel, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (13*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McPhail, postmaster at Scotsville, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (13*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, complaints, petitions or other documents of any kind received by the government, or any member or official thereof, relating to the conduct of J. Morgan, one time postmaster of the village of Ailsa Craig, Ontario, as such, and relating to an investigation into said conduct. Presented 7th May, 1913.—*Mr. Ross.*
Not printed

61 (13*k*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Roderick McLean, postmaster at Kenlock, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (13*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Allan Gillis, postmaster at Gillisdale, South West Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Shaw, postmaster at Marsh Brook, North East Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers concerning the investigation and dismissal of Helen Joubert, postmistress at Sayabec, Quebec. Presented 8th May, 1913.—*Mr. Lemieux*.....*Not printed.*

61 (13*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, and telegrams between the Honourable Postmaster General or the Post Office Department, and any person or persons, relative to the dismissal or the request therefor of D. A. Redmond, until recently postmaster at Brinston, Ontario. Presented 8th May, 1913.—*Mr. Graham*.....*Not printed.*

61 (13*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. McEachern, postmaster at McEachern's Mills, Broad Cove Chapel, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*q*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expense of such investigation. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Arthur Armstrong, postmaster at Greenfield, Carleton County, N.B. Presented 8th May, 1913.—*Mr. Carvell*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (13*s*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Alex. Matheson, postmaster at Boulardarie Centre, north riding Cape Breton and Victoria. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Arthur Talbot, late postmaster at Robertsville, County of Megantic, Province of Quebec. Presented 8th May, 1913.—*Mr. Pacaud*.....*Not printed.*

61 (13*u*). Dismissal of N. C. Lyster, late postmaster at Lloydminster, Sask.—(*Senate*). *Not printed.*

61 (13*v*). Return to an Order of the House of the 2nd April, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. Maggie Cameron, postmistress at Achosnach, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61 (13*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Fraser, postmaster at North East Margaree, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61 (13*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal and retention of W. Stayley Porter, postmaster, Port Maitland, Yarmouth County, N.S., and of the evidence taken and report of investigation held by Charles Lane, in regard to the same; also a detailed statement of expenses of such investigation. Presented 9th May, 1913.—*Mr. Law*.....*Not printed*

61 (13*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, telegrams and other documents relating to the dismissal of Alex. McQueen, postmaster at Kowstoke, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)* .. ..*Not printed.*

61 (13*z*). Return to an Order of the House of the 3rd February, 1913, for a return showing the number of employees of the Department of Public Works who have been dismissed in the County of Berthier since the 21st September, 1911, giving the names of the said employees; if an inquiry was held in each case; on whose recommendation, in each case, these dismissals were made; the names of those appointed successors to these persons and on whose recommendation. Presented 12th May, 1913.—*Mr. Beland*. *Not printed.*

61 (14*a*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal and retention of Jesse L. Morton, postmaster at Lower Argyle, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to the same, also a detailed statement of the expenses of such investigation. Presented 20th May, 1913.—*Mr. Law*.....*Not printed*

61 (14*b*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal of Mrs. M. C. Gaudet, postmistress at West Pubnico, Yarmouth County, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to same, and also a detailed statement of the expenses of such investigation Presented 20th May, 1913.—*Mr. Law*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*c*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of John P. McKinnon, section foreman on the Intercolonial railway at Shubenacadie, in the riding of North Cape Breton and Victoria, N.S. Presented 20th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Mary A. Bohan, as postmistress at Bath, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Edward Lafferty, postmaster at Benton, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Dennis McGaffigan, postmaster at Florenceville, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*g*). Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and documents bearing upon any change made or asked for in the employees of the Department of Marine and Fisheries in the County of Bonaventure between 5th December, 1912, up to date. Presented 27th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

61 (14*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. A. McKenzie, postmaster at Ashfield, Inverness County, N.S. Presented 2nd June, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (14*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of James Bowles, postmaster at Alder River, N.S., and if there was an investigation, the names of all the witnesses examined, a copy of the evidence, and a detailed statement of the expense of such investigation. Presented 2nd June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*j*). Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, complaints, reports, recommendations, petitions, certificates and other documents relating to the dismissal of Mr. Edmund Lacroix, as postmaster of the Parish of St. Joseph du Lac, County of Two Mountains, and the appointment of Rodrique Larocque, of the same place as postmaster. Presented 2nd June, 1913.—*Mr. Ethier*.....*Not printed.*

61 (14*k*). Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, documents, reports and inquiry, relating to the lighthouse keeper of the Parish of Repentigny, County of L'Assomption. Presented 3rd June, 1913.—Mr. *Seguin*.....*Not printed.*

61 (14*l*). Return to an Order of the House of the 16th April, 1913, for a copy of all papers, documents, evidence, reports, &c., relating to the dismissal of B. C. Kanock, late shipping master at Lunenburg, N.S. Presented 4th June, 1913.—*Mr. McLean (Halifax)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*m*). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Ulric Thibaudeau, agent for pilots at Quebec, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and of the evidence and report made after the inquiry held by the inquiring commissioner; and also a detailed statement of the expenses caused by this inquiry. Presented 4th June, 1913.—*Mr. Delisle*.....*Not printed.*

61 (14*n*). Supplementary return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (14*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government relating to the dismissal of Captain Freeman Myers, postmaster at Cole Harbour, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair.*

Not printed

61 (14*p*). Return to an Order of the House of the 4th December, 1912, for a return showing all public officers removed by the present government in the district of St. James, Montreal, together with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints brought against them, and a copy of all correspondence relating thereto, and of reports of inquiries in the cases where such have been held. Presented 4th June, 1913.—*Mr. Lapointe (Montreal)*.....*Not printed*

61 (14*q*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all the employees of the Dominion government in the constituency of Edmonton, dismissed between 10th of October, 1911, and 21st of November, 1912, the salary being paid to such employee at the time of his dismissal, together with a copy of all correspondence, recommendations to council, orders in council, and all other papers or documents in any way connected with such dismissals. Presented 4th June, 1913.—*Mr. Oliver*.....*Not printed.*

61 (14*r*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of all officials in the district of Sunbury and Queens, who have been dismissed or removed from office since September, 1911, the reason for such dismissal or removal, the evidence taken at any investigation held in regard to them, the reports upon such investigations, the name of any successor appointed in place of dismissed officials, and a copy of all letters, charges, complaints and recommendations in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. McLean (Sunbury)*.....*Not printed.*

61 (14*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government relating to the dismissal of Levi Munroe, harbour master at

CONTENTS OF VOLUME 27—*Continued.*

White Head, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of Stanford Langley, postmaster at Isaac Harbour North, N.S., and if there was an investigation the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*u*). Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, correspondence, charges, evidence, reports, and other documents relating to the dismissal of Hugh R. McAdam as postmaster at Arisaig, N.S., and the appointment of Reverend Daniel L. Macdonald as his successor. Presented 5th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (14*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the proposed dismissal of J. J. McNeil, at Grant's Lake, N.S., and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed*

61 (14*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, relating to the dismissal of Alex. McInnis, car inspector of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 6th June, 1913.—*Mr. Sinclair*..*Not printed.*

61 (14*x*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of Archibald McDonald, bridge tender on the Intercolonial railway at Grand Narrows, Iona, riding of North Cape Breton and Victoria, N.S. Presented 6th June, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*y*). Names of all officials dismissed in Shelburne and Queens from 1st December, 1896. —(*Senate*).....*Not printed.*

62. Return to an Order of the House of the 4th December, 1912, for a return showing the number of all contracts cancelled in the County of Bonaventure since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reasons for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*. *Not printed.*

62*a*. Return to an Order of the House of the 5th December, 1912, for a return showing the number of rural mail delivery routes that have been established in Canada since the 1st January, 1912, in each province and county, respectively. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints and other documents relating to the cancelling of the contract for conveying His Majesty's mails, entered into on the 1st day of January, 1912, between the Honourable Postmaster General and Mr. J. C. Beeman, of Guthrie, County of Missisquoi; together with the reason for the cancellation of this contract, the price paid to Mr. Beeman, the name of the present contractor and the price paid to him. Presented by Hon. Mr. Pelletier.—*Mr. Kay*.....*Not printed.*

62*c* Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, memorandums, tenders and other documents in the possession of the Post Office Department relating to the calling for tenders and the granting of the contract now in force for the carrying of the mail between Sorel and Ste. Victoire, County of Richelieu. Presented 20th January, 1913.—*Mr. Cardin*.....*Not printed.*

62*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, tenders, bonds, agreements, contracts and other documents in the possession of the Post Office Department relating to the letting of the contract for carrying the mails between Heatherton and Guysborough, in the year 1912; and also relating to any temporary agreement entered into prior to the date of letting such contract. Presented 21st January, 1913.—*Mr. Sinclair*.....*Not printed*

62*e*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters and other documents relating to the establishment of a rural mail service between Saltsprings and West River Station, in the County of Pictou, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald*.....*Not printed.*

62*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the establishment of a rural mail delivery service between Merigonish Station, County of Pictou, and Arisaig, in the County of Antigonish, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald.*
Not printed

62*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams and reports regarding the termination of H. D. Decoste's contract for carrying the mails between Linwood Station and Linwood post office and the making of a new contract with D. Delorey, from the 1st January, 1913. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

62*h*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, recommendations, telegrams and reports bearing on the railway mail service in Bonaventure County from October, 1911, up to date, and on the appointment and dismissal of officers in such connection, with the names, residences, salaries and duties, as well as of all documents bearing on the suspension of the railway mail service during the period mentioned, as well as a copy of all documents referring to agreements made to meet such a contingency during the coming winter. Presented 25th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

62*i*. Return to an Order of the House of the 9th December, 1912, for a copy of all tenders received and the contracts entered into for the carrying of the mails between St. Andrew and Beauley, County of Antigonish, and of all letters, telegrams and correspondence on file in the Post Office Department containing any recommendation or advice regarding the awarding of such contract, or in any way referring thereto. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*j*. Return to an Order of the House of the 3rd February, 1913, for a return showing what changes, if any, have been made in the contracts for the carrying of the mails in the County of Berthier, since the 21st September, 1911; in what parishes, on what date, and for what reason; to whom have the new contracts been granted, and if a tender was asked for in each case. Presented 14th April, 1913.—*Mr. Béland.*
Not printed

62*k*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, bonds, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the letting of the mail contract between Guysborough and Charlos Cove, County of Guysborough, N.S., during the year 1912. Presented 28th April, 1913.—*Mr. Sinclair.*
Not printed.

62*l*. Return to an Order of the House of the 14th April, 1913, showing the names of the various railway mail clerks employed, respectively, on the Montreal and Quebec divisions and the date of the appointment and residence of each. Presented 7th May, 1913.—*Mr. Bureau* .....*Not printed.*

62*m*. Return to an Order of the House of the 9th April, 1913, for a copy of the contract entered into by the Post Office Department with the Ontario Equipment Company of Ottawa relating to the purchase of locks for mail bags. Presented 7th May, 1913.—*Mr. Carvell* .....*Not printed.*

62*n*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Dr. Faucher, of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Lapointe (Kamouraska)*.. .. .. ..*Not printed.*

62*o*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Mr. Aimé Dion, advocate of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Verville*.....*Not printed.*

62*p*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the contract for carrying the mails between Linwood or some point of the Intercolonial railway, County of Antigonish, N.S., and Grosvenor, County of Guysborough, N.S. Presented 9th May, 1913.—*Mr. Sinclair*....*Not printed.*

62*q*. Return to an Order of the House of the 24th April, 1913, for a return showing the full names of the mail carriers in the County of Vaudreuil and Soulanges; between what place they perform the service; the distance between each of these places; the amount of each carrier's contract, and the amount the government paid for the carriage of the mail in these different places before September, 1911. Presented 16th May, 1913.—*Mr. Boyer*.....*Not printed.*

62*r*. Return to an Order of the House of the 7th May, 1913, for a return showing the number of post offices in Yarmouth County, Nova Scotia, not served with daily mail, giving the names and the number of times per week served. Presented 20th May, 1913. —*Mr. Law*..... ..... *Not printed.*

62*s*. Return to an Address to His Excellency the Administrator of the 7th April, 1913, for a copy of all orders in council, reports of experts and contracts, in connection with

CONTENTS OF VOLUME 27—*Continued.*

the different purchases of rural mail delivery boxes made by the Post Office Department since 1908, until 1st January, 1912. Presented 21st May, 1913.—*Mr. Lemieux.* *Not printed.*

62*t*. Return to an Order of the House of the 12th May, 1913, for a return giving the names of the post offices and of the postmasters in the Counties of Soulanges and Vaudreuil. Presented 21st May, 1913.—*Mr. Boyer*.....*Not printed.*

62*u*. Return to an Order of the House of the 5th December, 1912, for a copy of all letters, telegrams, petitions and other documents relating to the establishment of rural mail delivery routes in the County of Pictou since the 1st October, 1911, with a statement of all routes applied for, of routes established and of those refused, and the reason for their refusal. Presented 2nd June, 1913.—*Mr. Macdonald*.....*Not printed.*

62*v*. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence concerning the purchase of new locks for mail bags by the Post Office Department from the Ontario Equipment Company. Presented 4th June, 1913.—*Mr. Carvell.* *Not printed.*

62*w*. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, memoranda, tenders, bonds and all other documents relative to the contract for the carrying of the mail between the post office and Canadian Pacific Railway station at Three Rivers and vice versa, since the eleventh day of October, 1911, to date. Presented 4th June, 1913.—*Mr. Tobin*.....*Not printed.*

62*x*. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates, contracts and other documents relating to the cancelled contract of M. E. Bougie, for carrying the mails between the post office and railway station at Bromptonville, Quebec. Presented 4th June, 1913.—*Mr. Bureau*.....*Not printed.*

63. Return to an Order of the House of the 4th December, 1912, for a return showing all the new post offices opened in the County of Bonaventure, since October, 1911, up to date, and a copy of the correspondence in connection therewith, together with the names of such post offices and postmasters, and the location of such offices; and also a copy of all papers asking for such offices. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

64. Return to an Order of the House of the 9th December, 1912, for a copy of all petitions, correspondence, memoranda, recommendations and other papers or documents in the possession of the Department of Marine and Fisheries relating to the proposals to supply medicine or medical attendance free, or otherwise, to Canadian boat fishermen. Presented 14th January, 1913.—*Mr. Sinclair*.....*Not printed.*

65. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, petitions, complaints, memoranda, reports and investigations regarding the service performed by the steamer *Canada*, owned by the Inter-Provincial Navigation Company of Fraserville, Quebec, since October, 1911, up to date, and also of all documents bearing on the present contract with the Department of Trade and Commerce, or the renewal or extension thereof. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed*

66. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the matter of the establishment of a lobster hatchery at Spry Bay, Halifax County, N.S. Presented 14th January, 1913. —*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

67. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, &c., between the Department of Trade and Commerce and any company, person or persons, relative to the continuance and payment of a subsidy towards a steamship service between St. John, N.B., and Bear River, N.S., for the fiscal year 1912, and performed during the fiscal year 1911. Presented 17th January 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

67*a*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, memoranda, letters, telegrams and documents bearing on a request for a subsidy for a steam service between Bonaventure, Quebec, or any other part of Bonaventure County and Bathurst, New Brunswick, or any other part of Gloucester County, New Brunswick, and between New Richmond, Quebec, and Dalhousie, New Brunswick, and between Carleton and Miguasha, Quebec, and Dalhousie, New Brunswick, or Campbellton, New Brunswick, or both, as well as a copy of all replies made for such subsidies and this since October, 1911, to date. Presented 14th January. 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*b*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council memoranda, papers, letters and correspondence in any way relating to a subsidized steamship service between Canadian ports and any ports of the British West Indies, or any proposed improvement or extension of such steamship service since 1st November, 1911 to the present time. Presented 15th January, 1913.....*Not printed.*

67*c*. Return to an Order of the House of the 4th December, 1912, for a copy of all reports made by officials of the Department of Railways and Canals on the Quebec and Oriental railway, and the Atlantic, Quebec and Western railways, together with a statement of the subsidies paid such railways since October, 1911, up to date, and a copy of all correspondence in that connection. Presented 17th January, 1913.—*Mr Marcil (Bonaventure)*.....*Not printed*

67*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence between the Minister of Railways or any other member of the government and any person regarding the acquisition by the government of Canada of the Quebec Oriental railway, formerly the Atlantic and Lake Superior railway, and the Atlantic, Quebec and Western railway, or both. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*e*. Return to an Order of the House of the 29th January, 1913, for a copy of the report made to the Minister of Railways and Canals by the party of government engineers who inspected the Quebec and Saguenay railway during December, 1912, January, 1913. Presented 27th February, 1913.—*Mr. Lemieux*.....*Not printed.*

67*f*. Return to an Order of the House of the 17th February, 1913, for a copy of all reports made by any engineers or accountants to the Minister of Railways and Canals on the usefulness of the Atlantic, Quebec and Western railway and the Quebec Oriental railway, to the Intercolonial railway as branch lines or feeders. Presented 27th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*g*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in Council, memoranda, correspondence, &c., by and between the government of Canada or any member thereof, and the government of the province of British Columbia, or any member thereof, since 1st May, 1912, relating to the subject to an increase of the provincial subsidy to the said province. Presented 16th April, 1913.—*Mr. Maclean (Halifax).*

Printed for sessional papers.

CONTENTS OF VOLUME 27—*Continued.*

67*h*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all documents and memorials of the government of British Columbia presenting claims for additional provincial subsidies, and of all correspondence and orders in council on the same. Presented 16th April, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers.*

67*i*. Copy of agreement made with the several provinces as to the expenditure of the subsidies granted under the Agricultural Aid Act, and statement showing the purposes for which said subsidies are to be expended. Presented 6th June, 1913, by Hon. Mr. Burrell.....*Not printed.*

68. Copies of general orders promulgated to the militia for the period between 2nd November, 1911, and 5th Novmber, 1911. Presented by Hon. Mr. Hughes, 14th January, 1913. *Not printed.*

69. Return to an Address to His Excellency the Right Honourable Sir Charles Fitzpatrick, P.C., &c., administrator, of the 31st March, 1913, for a copy of all papers, documents, petitions, letters, telegrams, orders in council and other papers and documents in possession of the Department of Customs, relating to the duty payable on twine used for fishing purposes, and especially relating to the construction placed upon item 682 of the Customs Tariff. Presented 23rd May, 1913.—*Mr. Sinclair*.....*Not printed.*

70. Return to an Order of the House of the 30th November, 1912, for a return showing:—

1. The date when the present Canadian Pure Food Act, now known as the Adulteration Act, R.S.C., was enacted.

2. What foods, beverages or drugs have standards of strength and purity under the Act been fixed, and what are the dates when such standards become operative.

3. What foods, beverages or drugs have standards of strength and purity been prepared and recommended from time to time by the chief analyst, which have not been put in force, and why were such standards not put in force.

4. How many cases of adulteration together with cases which show standards of quality below those required by the Adulteration Act, have been ascertained by the Dominion analyst since the said Act came into operation.

5. In how many of such cases did prosecutions under the Act or under the Criminal Code follow, and in how many cases were convictions secured. Presented 14th January, 1913.—*Mr. McDonnell*.....*Not printed.*

71. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, negotiations, proposals in writing and other papers and documents in the possession of the government, or any department thereof, relating to reciprocity in trade with the United States, bearing date between the 1st day of January, 1890, and the 31st day of December, 1891. Presented 14th January, 1913.—*Mr. Sinclair.* *Not printed*

72. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, &c., exchanged between the member for Bellechasse County and the Minister of Agriculture and the Postmaster General, concerning the appointment of an additional physician at the quarantine station of Grosse Ile. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*

72*a*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports concerning the appointment of Doctor Pomminville, to the position of surgeon of the St. Vincent de Paul penitentiary, replacing Doctor A. Allaire. Presented 24th January, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, correspondence and other documents relating to the appointment of Charles W. Hatfield, fishery officer on the Tusket River, Yarmouth County, N.S. Presented 27th January, 1913.—*Mr. Law*.....*Not printed.*

. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, requests, telegrams and other documents relating to the appointment of Louis Nadeau as postmaster at Ste. Christine, County of Bagot. Presented 4th February, 1913.—*Mr. Marcil*.....*Not printed.*

l. Return to an Order of the House of the 29th January, 1913, for a copy of all orders letters, telegrams and other documents in connection with the appointment of Lt.-Col. Warburton, as administrative medical officer at the Charlottetown camp in 1912, and of all letters and telegrams asking for a change in the said appointment, and of all orders and other documents relating to his being superseded, and to the appointment of his junior, Lt.-Col. Jenkins, in his place. Presented 13th February, 1913.—*Mr. Macdonald*.....*Not printed.*

72*e*. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, recommendations, reports, &c., relating to the appointment of Mr. J. Begin as manager of the experimental farm at Ste. Anne de la Pocatière. Presented 13th February, 1913.—*Mr. Lapointe (Kamouraska)*....*Not printed.*

72*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence exchanged between Dr. Marcotte, M. Lavallée, M.P., the Honourable the Postmaster General and the Minister of Agriculture, concerning the appointment of an additional medical officer at Grosse Isle quarantine station. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*

72*g*. Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, recommendations and other papers in connection with the appointment of John Macdonald as Inspector of Inland Revenue for the Maritime Provinces, and of all letters, telegrams, applications, recommendations and other papers received from any other person or persons relative to the applications of other persons for the position. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

72*h*. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, recommendations and other papers and documents, in the possession of the Department of Marine and Fisheries, or any department of the government, relating to the appointment of F. W. Kelley, M.D., as port physician at Bridgewater, N.S. Presented 18th March, 1913.—*Mr. Law*.....*Not printed*

72*i*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all appointments to office under the Dominion government in the constituency of Edmonton from 10th October, 1911, to 21st November, 1912, with a statement of the salaries in each case, together with a copy of all correspondence, recommendation to council, orders in council, and all other papers or documents in any way connected with such appointments. Presented 28th March, 1913.—*Mr. Oliver*.....*Not printed.*

72*j*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, recommendations, reports, memoranda and other documents bearing on the appointment of a general foreman, or other permanent or temporary officials, of the Department of Public Works in the County of Bonaventure since October, 1911, up to date, with the names, residences, duties and salaries of such appointees. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

72*k*. Appointment of Mr. McCloskie as postmaster at Waukau, British Columbia.—(*Senate*) *Not printed.*

73. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a return showing all changes made in the Customs Tariff of Canada by order in council since the close of last session of parliament. Presented 14th January, 1913.....*Not printed*

74. Return to an Order of the House of the 9th December, 1912, for a return showing the quantity and value of molasses of cane, as defined in tariff item No. 137a, imported into Canada for the fiscal year ending 31st March, 1912, from each island of the British West Indies, which are parties to the Canada-West India Trade Agreement. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

75. Letter of the Honourable F. D. Monk, M.P., to the Right Honourable the Prime Minister, resigning his position as Minister of Public Works, and the letter of the Prime Minister in acknowledgment thereof. Presented by Hon. Mr. Borden, 14th January, 1913.....*Not printed.*

75*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, documents and all other communications relating to the appointment of Colonel Crowe as Commandant of the Royal Military College and to his resignation of said position, or to the extension of his term of service or to the termination thereof, and of all papers or letters passing between the minister and Colonel Crowe, relative to his resignation or the failure to extend his term of service. Presented 3rd June, 1913.—*Mr. Macdonald*.....*Not printed*

75*b*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, complaints and other communications and documents which passed between General McKenzie and the Minister of Militia or his department, previous to, and which led up to the resignation of General McKenzie; and also a copy of said resignation, and the reply of the minister thereto, and of any and all communications had with the War Office thereto, and of all other papers and documents in connection therewith. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

76. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, complaints and reports, bearing on the delay in the payment of census enumerators in the County of Bonaventure, in connection with the last census, together with the names, residences, amounts, and dates of payment. Presented 15th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

77. Report of departmental commission on the official statistics of Canada. Presented 15th January, 1913 .....*Printed for distribution only.*

78. Return to an Order of the House of the 18th March, 1912, for a copy of all correspondence in the possession of the Postmaster General respecting the change of name of Broderick post office in the Province of Saskatchewan, to St. Aldwyn. Presented 15th January, 1913.....*Not printed.*

78*a*. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, letters, &c., between the Postmaster General and any other person respecting the closing or removal of the present post office at Spry Bay, Halifax County. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

79. Report of the commissioner Dominion Police Force, for the year 1912. Presented by Hon. Mr. Foster, 15th January, 1913.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

80. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, complaints, reports and all documents relating to the cancelling of lease No. 18778, consented to by the Honourable Minister of Railways and Canals, to Aurile Lebœuf, on the 12th December, 1910.—Presented 16th January, 1913.—*Mr. Papineau.* *Not printed*

81. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all orders in council passed since 1st October, A.D. 1911, relating to the Board of Management of the Government Railways of Canada, or of any other member thereof, or in any way affecting the same, or any official of the Intercolonial Railway, as regards the duties to be performed or the powers to be exercised by the said Board or any member thereof, or by any such official, together with a copy of all recommendations, letters, applications, instructions, or other correspondence, in any manner relating thereto or having regard to the said orders in council as to the management of the Intercolonial railway. Presented 17th January, 1913.—*Mr. Emmerson*.....*Not printed*

81*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of a certain Order in Council issued during the current year by which certain official reports formerly made to Board of Management of the Intercolonial Railway have been ordered in future to be made to Mr. F. P. Brady. Presented 17th January, 1913.—*Mr. Sinclair*.....*Not printed.*

82. Return to an Order of the House of the 5th December, 1912, for a copy of all papers, including surveys, tenders, and every other record, or document in the possession of the Department of Railways and Canals or any other department of the government relating to the building of a line of railway from Estmere, County of Victoria, Province of Nova Scotia, to the town of Baddeck in the same county. Presented 17th January, 1913.—*Mr. McKenzie*.....*Not printed.*

83. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all documents, papers, tenders, contracts, orders in council and correspondence in connection with the supply of castings for and the purchase of scrap iron from the eastern division of the Intercolonial Railway since 1st May, 1912. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

83*a*. Return to an Order of the House of the 9th December, 1912, for a return showing the names of the employees on the dining cars of the Intercolonial Railway and the nature of their employment; and also of the employees on the Pullman cars of the Intercolonial Railway and the nature of their employment. Presented 17th January, 1913. —*Mr. Boulay*.....*Not printed.*

83*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers documents, telegrams, letters, &c., relating to a strike of temporary employees of the Intercolonial Railway at Halifax, in August, 1912. Presented 27th January, 1913.—*Mr. Mclean (Halifax)*.....*Not printed.*

83*c*. Return to an Order of the House of the 10th December, 1912, for a copy of all evidence plans, reports, correspondence, &c., respecting an inquiry held concerning an accident on the Intercolonial Railway at St. André de Kamouraska on 7th October, 1912, caused by train No. 33, the maritime express going west. Presented 27th January, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*d*. Return to an Order of the House, of the 29th January, 1913, for a copy of the evidence taken at the inquiry held in the month of November, 1912, by Mr. MacDonald

CONTENTS OF VOLUME 27—*Continued.*

superintendent of the Intercolonial at Lévis, in reference to Alfred Laugnay, an employee of the Intercolonial at St. Charles, County of Bellechasse. Presented 27th February, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*e*. Return to an Order of the House of the 19th February, 1913, for a copy of all telegrams, letters, petitions, reports of engineers, plans, surveys, and other documents in the possession of the Department of Railways and Canals, and having been received since 1st January, 1912, relating to the construction of a branch line of the Intercolonial Railway into Guysborough County. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*f*. Return to an Order of the House of the 24th February, 1913, for a copy of all petitions, resolutions, letters, telegrams and correspondence, relating to free or reduced transportation of hay over the Intercolonial Railway for the farmers of Antigonish County, Nova Scotia, and also of the evidence taken and report made as to the shortage of hay in that and other of the eastern counties of Nova Scotia. Presented 18th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters telegrams, tenders, acceptances of tenders, cancellation of tenders and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, bearing date after 1st July, 1912, relating to the supply of ice for the use of the Intercolonial Railway at Mulgrave, N.S. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*h*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters correspondence, petitions and other documents, on file in the Department of Railways and Canals, or in the office of the Intercolonial Railway at Moncton, relating or in any way appertaining to the new public wharf at Sackville, N.B., and the necessity of establishing in the interest of the traffic of the Intercolonial Railway, and of the shipping and trade facilities of Sackville, and of the commerce of communities adjacent thereto, rail connections between the said wharf and the main line of the said railways at Sackville station; also of all letters and other communications received by the chairman or vice-chairman of the Government Railways Managing Board, or by any official of the said railway, relating in any manner to the said subject, received by them or any of them during the years 1911, 1912 and 1913. Presented 19th March, 1913.—*Mr. Emmerson*.....*Not printed*

83*i*. Return to Order of the House of the 19th March, 1913, for a return showing who the tenderers were, and the amount of each tender for the supply of castings for the Intercolonial Railway during the present year. Presented 28th March, 1913.—*Mr. Macdonald* .....*Not printed.*

83*j*. Return to an Order of the House of the 19th March, 1913, for a return showing how many kegs of nails were purchased in 1912 for the Intercolonial Railway; the prices paid therefor in each case; whether tenders were invited in the case of each purchase and, if so, who the respective tenderers were and the prices submitted; to whom were the contracts awarded in each case. Presented 28th March, 1913.—*Mr. Murphy.*
Not printed.

83*k*. Return to an Order of the House of the 19th March, 1913, for a return showing the amounts received by the Intercolonial Railway for freight and passengers respectively for each of the twelve months of the calendar years 1910, 1911 and 1912, at the following stations:—Montreal, Halifax, St. John, Sydney, Truro, Moncton, New Glasgow

CONTENTS OF VOLUME 27—*Continued.*

and Amherst; also, the total receipts of the said railway for freight and passengers respectively during each of the said years. Presented 28th March, 1913.—*Mr. Rhodes.*
Not printed.

83*l*. Return to an Order of the House of the 20th January, 1913, for a copy of all letters correspondence, telegrams, representations, requests and reports on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, or among the records of the Government Railways Managing Board, or in the office of the assistant chairman of the Government Railways Managing Board, relating to or in any way connected with the water supply system at Dorchester station on the Intercolonial railway, or relating to the absence of and the total failure to provide a supply of water for drinking or other purposes at that station, or in connection with the dwelling of the station agent in the Station House; and also of all correspondence, letters, requests, recommendations and reports relating to the alleged necessity of additional clerical or other help or assistance at the station. Presented 21st April, 1913.—*Mr. Emmerson*..... .....*Not printed.*

83*m*. Return to an Order of the House of the 12th February, 1913, for a copy of all correspondence, letters, telegrams, reports and other papers on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, relating to M. L. Tracy, an employee of the mechanical department of the Intercolonial during the years 1899 and 1900, and of all letters and correspondence relating to the case of the said M. L. Tracy, passing between the then Minister of Railways and Canals and any of the officials of the railway, during those years; also a copy of the letters of D. Pottinger, then general manager, the late James E. Price, then general superintendent, and the late M. Jarvis, then a divisional superintendent of said railway, relating to the same subject during the said period of 1899 and 1900. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*n*. Return to an Order of the House of the 3rd March, 1913, for a statement of all amounts collected by the Intercolonial Railway for freight on hay carried from Amherst and other stations on the Intercolonial, County of Cumberland, to Antigonish, N.S., and consigned to C. Edgar Whidden or C. B. Whidden & Son, in the month of January last and February instant, and by whom such freight was paid; also a copy of all way bills and bills of lading for the same. Presented 21st April, 1913. —*Mr. Chisholm* (*Antigonish*).....*Not printed.*

83*o*. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters petitions, telegrams, complaints, communications, reports and other papers and documents, received since the 1st day of October, 1911, by and now in the possession of the Department of Railways and Canals, the Government Railway Managing Board or any official of the Intercolonial Railway or of the Prince Edward Island railway, relating to or in any manner appertaining to an application for, or a proposed reduction of the working hours for the Intercolonial railway employees at Moncton, or at any other point of the Intercolonial railway or the Prince Edward Island railway. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*p*. Return to an Order of the House of the 24th February, 1913, for a copy of all complaints, requirements, requisitions, petitions, and correspondence of all kinds made by the Sydney, N.S., Board of Trade, or by the citizens of the city of Sydney, or any of them, having reference to better and increased facilities on the Intercolonial Railway on the Sydney division. Presented 21st April, 1913.—*Mr. Carroll.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

83*q*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, papers and other documents relating to the claim for damages for the death of the young son of Thomas Hoare, who was killed at a crossing of the Intercolonial Railway in the town of Stellarton in the summer of 1912, and of all petitions, letters, and other papers asking for the placing of gates or other protection at said crossing. Presented 1st April, 1913.—*Mr. Macdonald*.....*Not printed*

83*r*. Return to an Order of the House of the 14th April, 1913, for a copy of all correspondence exchanged between the Department of Railways and Canals at Moncton and the same department at Campbellton, on the subject of the collision which occurred at St. Moise, during the month of February, 1913, between the trains of E. Smith and the regular train No. 99, omitting from it the inquiry held in the matter. Presented 29th April, 1913. *Mr. Boulay*.....*Not printed.*

83*s*. Return to an Order of the House of the 7th April, 1913, for a return showing the names, residences and occupations of all the employees of the Intercolonial Railway who have been dismissed in the County of Rimouski since the 21st September, 1911. Presented 29th April, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*t*. Certified copy of a report of the Privy Council of the 5th May, 1913, covering the appointment of Frederick Passmore Gutelius, as general manager of Government Railways. Presented by Hon. Mr. Cochrane, 7th May, 1913... .. .. ..*Not printed.*

83*u*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, memorials, petitions, correspondence, reports and other documents in the Department of the Postmaster General, or on file therein, relating or in any wise appertaining to the inauguration or establishing of railway mail facilities between Moncton, N.B., westward over the Intercolonial Railway towards St. John, in the morning, so as to furnish, among other things, opportunities for the transmission of newspapers and other mail matter, along said railway, to make morning connection with the railway mail facilities afforded by the railway from Salisbury, Westmorland County, N.B., running into Albert County, N.B.; and also relating to the establishment of railway mail facilities on each week day evening between Moncton eastward over the said railway by train known as number 84, running between Moncton, N.B., and Springhill Junction, Nova Scotia, thus affording the direct mail connection for newspapers and other mail matter each evening from Moncton to Shediac, Memramcook, Dorchester, Sackville, Amherst, and intermediate points east of Moncton; together with a statement showing what, if any, such railway mail facilities, either by locked bag or otherwise, were established or furnished over either of the said routes, and stating the respective dates when the same were so established or furnished generally, or in relation to any one of the newspapers published in Moncton, either in the morning or in the evening. Presented 12th May, 1913.—*Mr. Emmerson*.....*Not printed.*

83*v*. Return showing whether any contract has been made for the construction or supply of cars of any kind to the Intercolonial Railway since 1st January, 1913, and if so, to whom the contract was awarded; the number of cars, kind or class, and the price to be paid; whether any tenders were called for previous to awarding said contract, and if so, who the tenderers were, the amount of the tender in each case, and if tenders were calld for by private request or public advertisement. Presented 21st May, 1913. —*Mr. Macdonald*.....*Not printed.*

83*w*. Return to an Order of the House of the 28th April, 1913, for a return showing all amounts collected by the Intercolonial Railway for freight on hay shipped from Amherst and other stations on the Intercolonial, in the County of Cumberland, to Antigonish and other stations in the County of Antigonish, during the months of

CONTENTS OF VOLUME 27—*Continued.*

January, February and March last; the name of the consigners and of the consignees, the amount of freight paid on each shipment and by whom paid; also a copy of all way-bills and bills of lading for same. Presented 6th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

84. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, memoranda, orders in council, letters and correspondence, relating in any way to the closing of the Canadian Immigration Office at Boston, U.S.A., in 1911, and its subsequent re-establishment. Presented 17th January, 1913.—*Mr. McLean (Halifax)*.....*Not printed*

85. Copies of despatches dated 11th December, 1912, which have been addressed to the Governors General of the Commonwealth of Australia and the Union of South Africa and the Governors of New Zealand and Newfoundland, on the subject of representation of the self-governing Dominions on the Committee of Imperial Defence. Presented by Hon. Mr. Borden, 17th January, 1913.....*Not printed.*

86. Reports in connection with the Tides and Currents of Northumberland Strait.—(*Senate*).....*Not printed.*

87. Archives Branch, *re* transferring of from Department of Agriculture to Secretary of State.—(*Senate*).....*Not printed.*

88. Commission appointed to investigate Indian reserves of British Columbia.—(*Senate*). *Not printed.*

89. Insurance rates between Canadian Atlantic ports, and ports in the United Kingdom.—(*Senate*) .....*Printed for distribution and sessional papers.*

90. Report of departmental commission relating to official statistics of Canada.—(*Senate*). *Printed for distribution only.*

91. Copy of the Sixth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st degree of west longitude. Presented by Hon. Mr. Roche, 21st January, 1913.....*Not printed.*

92. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, petitions, memoranda, correspondence, &c., with the Government of British Columbia or any member thereof, with the fishery officers of the Marine and Fisheries Department resident in said province, with salmon canneries in said province, and with any company, person or persons, relating to the prohibition of the export of sockeye salmon from the said province of British Columbia since 15th October, 1911. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*....*Not printed.*

93. Return to an Order of the House of the 20th March, 1912, for a copy of all correspondence and memoranda on the subject of cable rates, exchanged between the Canadian Post Office Department and the British Post Office Department. Presented 20th January, 1913.—*Mr. Lemieux*.....*Not printed.*

94. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, letters, &c., between the Government of Canada and the Commonwealth of Australia for the past twelve months relative to the matter of preferential tariff arrangements between the said two countries. Presented 21st January, 1913.—*Mr. Maclean (Halifax)*..*Printed for sessional papers only.*

95. Report of Mr. Olivar Asselin on an investigation of Belgian and French emigration to Canada. Presented by Hon. Mr. Roche, 21st January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 27—*Continued.*

95a. Return to an Order of the House of the 4th December, 1912, for a copy of all com plaints, letters, papers, reports, and of all documents bearing on the investigation held at Port Daniel West, Quebec, into the conduct of Edward Dea, as overseer or guardian of the lobster hatchery at that place. Presented 22nd January, 1913.—*Mr. Marcil* .....*Not printed.*

95b. Report of R. A. Pringle, Esq., K.C., in relation to the investigation of the wreck of the steamer *Mayflower*, on the 12th November, 1912. Presented by Hon. Mr. Hazen, 6th February, 1913.....*Not printed.*

95c. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of the report of the commission appointed to investigate complaints against the United Shoe Machinery Company, together with the order in council appointing the commission, the complaints upon which the order was issued and all action, if any, taken by the government on report of commission, by order in council or otherwise. Presented 11th February, 1913.—*Sir Wilfrid Laurier.*
Not printed

95d. Return to an Order of the House of the 20th January, 1913, for a copy of all evidence, letters, telegrams and other documents in connection with the investigation into the stranding of the D. G. steamer *Earl Grey* at Toney River, County of Pictou, in the spring of 1912; of the reports of the commissioner investigating the same, and of all correspondence, telegrams and documents in connection therewith, and of any departmental action in connection therewith. Presented 18th March, 1913.—*Mr. Macdonald.*
Not printed

95e. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, papers, evidence and other documents in connection with the investigation into the collision between the steamship *City of Sydney* and the tug boat *Douglas H. Thomas*, in Sydney Harbour, 13th November, 1912, and of the findings and reports of the commissioner holding the investigation in regard to the same. Presented 2nd April, 1913.—*Mr. Macdonald*.....*Not printed.*

96. Report of the Second International Moral Education Congress held at the Hague, 22nd to 27th of August, 1912, and as related thereto, on moral instruction in the Canadian public schools, &c., by Mr. J. A. M. Aikins, who was appointed by the government to represent Canada at that Congress. Presented by Hon. Mr. Borden, 21st January, 1913.....*Printed for distribution only.*

97. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, letters and other papers in connection with the expenditures at Cariboo Island in the County of Pictou. Presented 21st January, 1913.—*Mr Macdonald* .....*Not printed.*

98. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, letters and telegrams between the Minister of Marine and Fisheries, or any officer of his department, and J. A. Gillies, K.C., Sydney, relating to the purchase from John B. Nicholson, of a site for a salmon hatchery at Snidlope Lake, Richmond County, N.S., and also of all accounts, charges and vouchers received from the said J. A. Gillies, for services in connection therewith and the payments made to the said J. A. Gillies in respect of the same. Presented 7th February, 1913.—*Mr. Kyte.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

99. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents and correspondence, between the Department of Public Works and any person or persons relating to the placing of obstructions in the waters of South West Cove, Lunenburg County, N.S. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

100. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures at Skinner's Cove in the County of Pictou. Presented 24th January, 1913.—*Mr. Macdonald*.....*Not printed.*

101. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the government of Canada and the government of the Province of Ontario, with regard to the extension of the boundaries of the said province. Presented 28th January, 1913.—*Sir Wilfrid Laurier.* *Not printed.*

102. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, reports, and documents, bearing on the claim of C. R. Scoles, of New Carlisle, Quebec, to a balance of subsidy voted to the Atlantic and Lake Superior railway, since October, 1911, to date. Presented 24th January, 1913.—*Mr. Marcil.* *Not printed.*

103. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning an alleged defalcation in the accounts of Joseph J. Melanson, clerk in the customs office at Bathurst, County of Gloucester, which caused an inquiry to be held on the 23rd of October last by the Provincial Inspector of Customs, with the name of the accuser. Presented 24th January, 1913.—*Mr. Turgeon*.....*Not printed.*

104. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters and telegrams in the custody of the Department of Railways and Canals, or any other department of the government, between the 1st day of September, 1874, and the 1st day of September, 1879, relating to the acquisition or expropriation of lands at St. Peters, N.S., for canal purposes, and relating to the appointment of valuators to apprise the value of such lands; the instructions to such valuators, the report or reports of such valuators, the area of lands taken, and the price paid for same; and also the amount paid each valuator for his services. Presented 27th January, 1913.—*Mr. Kyte*.....*Not printed.*

105. Return to an Order of the House of the 4th December, 1912, for a copy of all the different freight tariffs in force on the line of railway from Matapedia, Quebec, to New Carlisle, Quebec, and from New Carlisle, to Gascons, Quebec, and vice versa, and of any requests that have been received in regard to the change in the same; and also a copy of any requests, petitions, letters, or other documents complaining of the said tariffs. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure).* *Not printed.*

105a. Return to an Order of the House of the 10th December, 1912, for a copy of the different freight tariffs in force on the line of railway from Sunny Brae to Ferrona Junction, on the Intercolonial Railway, and of any requests that have been received in regard to the change in the same, and also a copy of any requests, petitions, letters or other documents complaining of said tariff. Presented 27th January, 1913. —*Mr. Sinclair*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

106. Return to an Order of the House of the 5th December, 1912, for a copy of the original instructions, including maps, specifications, profiles, &c., furnished the engineers on the eastern division of the Transcontinental railway between Winnipeg and Quebec by the chief engineer of the Transcontinental Commission, and approved by the Grand Trunk Pacific Railway Company. Also of all instructions, including specifications and profiles, issued by the chief engineer of the Transcontinental Commission or by the chairman, since 31st October, 1911, which in any way vary, amend, or depart from the original instructions above mentioned. Also, of all correspondence between the Minister of Railways or any official of his department and the chairman of the Transcontinental Commission, or the chief engineer, concerning the departure from the original instructions, either as to the grades, curves and bridges or other permanent structures. Also a copy of all correspondence between the Minister of Railways or any member of the government and any official of the Grand Trunk Pacific Railway Company referring to change of original instructions as regards grades, curves or permanent structures on the said line between Winnipeg and Quebec; and also of all correspondence between the chairman of the Transcontinental Commission or the chief engineer and any official of the Grand Trunk Pacific Railway Company, or any member of its engineering staff, concerning the proposed change of grades, curves, or other permanent structures on the line of the Transcontinental between Winnipeg and the City of Quebec. Presented 30th January, 1913—*Mr. Graham.*
Not printed.

106*a*. Return to an Order of the House of the 7th May, 1913, for a copy of a letter, dated 24th September, 1904, written by Chief Engineer Lumsden of the Transcontinental Commission to Chairman Wade of the same body, in which the former recommended to the latter certain grades on the Transcontinental railway. Presented 15th May, 1913.—*Mr. Graham*.....*Not printed.*

107. Return to an Order of the House of the 20th January, 1913, for a copy of all papers in connection with a claim of L. A. Sauvé to certain buildings at La Pointe des Cascades, on the Soulanges canal, and of all correspondence on the same. Presented 30th January, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

108. Return to an Order of the House of the 5th December, 1912, for a copy of the contract entered into between the Department of Railways and Canals and W. H. Weller for St. Peters canal improvements, and for a copy of all correspondence between the contractor or any other person, firm or corporation and the Honourable Minister of Railways and Canals relating to the dumping of material removed by the contractor. Presented 30th January, 1913.—*Mr. Kyte*.....*Not printed.*

108*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence between the Department of Railways and Canals and C. D. Sargent, C.E., and between C. D. Sargent, C.E., and H. G. Stanton, Superintending Engineer of the St. Peters Canal, or between W. H. Weller, contractor for the St. Peters canal improvements, and either or all of said parties relative to work done by the contractor outside of his contract, and the specifications thereof, and also a copy of all correspondence, letters and telegrams between the Department of Railways and Canals or C. D. Sargent, C.E., and any other person, in regard to the same; and of all accounts and vouchers rendered by the contractor to the government of such work, and the payment made by the government to the contractor, specifying whether the same is paid for in full or otherwise. Presented 21st April, 1913.—*Mr. Kyte.*
Not printed.

108*b*. Return to an Order of the House of the 19th March, 1913, for a copy of the accounts of personal expenses paid to Mr. St. Amour, Superintendent of the Soulanges Canal,

CONTENTS OF VOLUME 27—*Continued.*

since he entered upon his duties.—Also return to an Order of the House of the 2nd April, 1913, for a copy of all accounts for personal expenses paid by the government to Mr. St. Amour, Superintendent of the Soulanges Canal, since the date of his appointment. Presented 29th April, 1913.—*Mr. Boyer*.....*Not printed.*

109. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams, petitions and other documents received since the 1st day of January, 1912, asking that the line of railway known as the Vale Road, should be taken over by the Intercolonial Railway. Presented 30th January, 1913.—*Mr. Macdonald*.....*Not printed.*

110. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence in connection with the issuing of letters patent to the Quebec Railway, Light, Heat and Power Company, Limited, and also said letters patent. Presented 30th January, 1913.—*Mr. Lemieux*.....*Not printed.*

111. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., between the Department of Trade and Commerce and Mr. Donnelly, late Canadian Trade Commissioner in Mexico, relating to the closing of the office of such trade commissioner in Mexico. Presented 3rd February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

112. Return called for by Section 88 of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before parliament, each year, a return of liquor brought from any place out of Canada into the territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, 3rd February, 1913.....*Not printed.*

113. Return to an Order of the House of the 22nd January, 1913, for a copy of all letters, telegrams and other papers and documents, relating to the resignation of Lt.-Col. W. F. Moore, 20th Regiment, Halton Rifles, and also of the resignation and the reply thereto. Presented 6th February, 1913.—*Mr. Macdonald*.....*Not printed.*

114. Return to an Order of the House of the 20th January, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the strike of firemen and other men employed on the D.G.S. *Earl Grey*, in the year 1912 and 1913. Presented 11th February, 1913.—*Mr. Macdonald*.....*Not printed.*

115. Return to an Order of the House of the 27th March, 1912, for a copy of all papers, letters and telegrams relating to the applications for, or the granting of, a lease of False Cove Flats, Vancouver, B.C. Presented 11th February, 1913.—*Mr. Macdonald.* *Not printed.*

116. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and other papers in connection with a proposed guarantee of bonds to the Quebec and Saguenay railway. Presented 11th February, 1913.—*Mr. Lemieux*....*Not printed.*

116*a*. Return to an Order of the House of the 9th April, 1913, for a copy of all documents, including petitions, memorials, letters and telegrams, addressed to the government, or any of its members, urging it to take over and incorporate into the Canadian government railway system, the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, with a copy of all the answers thereto. Presented 20th May, 1913. —*Mr. Marcil (Bonaventure)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

116*b*. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all orders in council in connection with the construction of a line of railway from St. John to Grand Falls in the Province of New Brunswick, or any portion thereof and also of all plans and profiles filed with the Department of Railways and Canals by the St. John and Quebec Railway Company, and of all correspondence between the Department of Railways and Canals or any official thereof and with the said company or the Government of the Province of New Brunswick, or any official thereof, with reference to the curves, grades or general specifications of the said railway or any portion thereof. Presented 20th May, 1913.—*Mr. Carvell.*
Not printed.

116*c*. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, letters, and other documents submitted to the Board of Railway Commissioners from 1st January, 1913, to date, by any party whatsoever regarding the service of the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, as to freight, passengers and express matters, with a copy of all orders and rulings issued by such Board and of all correspondence in connection therewith. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

117. Return to an Address to His Royal Highness the Governor General of the 5th December, 1912, for a return showing the number of appeals made to the Governor in Council during the twelve months preceding 25th November, 1912, against orders of the Board of Railway Commissioners, the particulars of each appeal, and the decision rendered by the Governor in Council in each case. Presented 11th February, 1913.—*Mr. Graham* .....*Printed for sessional papers only.*

118. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1913, for a copy of all orders in council and of all correspondence relating to the extension of facilities for obtaining information useful to Canadian Trade and Commerce in connection with the British Consular Service. Presented 11th February, 1913.—*Mr. Ames*..... .....*Not printed.*

119. Return to an Order of the House of the 24th January, 1913, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries, the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them; and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors Presented 11th February, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

119*a*. Supplementary return to an Order of the House of the 24th January, 1912, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries at the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them;

CONTENTS OF VOLUME 27—*Continued.*

and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors. Presented 17th March, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

120. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all tenders, contracts, reports and other memoranda of the engineers of the Department of Public Works, orders in council, correspondence and all other documents relating to the construction of a dam for storage purposes at the foot of Lake Timiskaming. Presented 12th February, 1913.—*Mr. Pugsley.*

Not printed.

120*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all contracts, correspondence or writings whatsoever, respecting the construction of a dam in 1908 or 1909, called the Lake Timiskaming dam constructed or built over the rivers forming the inflow or the discharge of the said lake, exchanged between the Government of Canada and the contractor or contractors. Presented 12th February, 1913.—*Mr. Boulay*..... ....*Not printed.*

121. Return to an Order of the House of the 28th March, 1912, for a return giving a list of the subjects of the oil paintings and water colours which have become the property of the National Gallery of Canada since 1891; and the names of the artists in each case. Presented 12th February, 1913.—*Mr. Burnham*.....*Not printed.*

122. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, reports, recommendations, &c., relating to the petition of Mr. Firmin Thibault, of St. Denis, County of Kamouraska, for his indemnity for having served at the time of the Fenian invasion. Presented 13th February, 1913—*Mr. Lapointe (Kamouraska)*..... .....*Not printed.*

123. Return to an Order of the House of the 27th January, 1913, for a return showing what date or dates the government purchased the site for the new Dominion Rifle Range in the County of Carleton, Ontario, from whom were the several parcels of land purchased, and what price per acre was paid for each, the number of acres of land purchased, and the total amount paid therefor, if any buildings have been erected on the said lands by the government, and the cost thereof, the amounts paid by the government for commissions, fees, agency charges, and legal expenses, and to whom in connection with said purchase, the amount of money expended by the Government on the said range for all purposes, from the date of the original purchase of the land up to 23rd January, 1913, and any sums remaining to be paid in any way connected with the purchase of the said range, to whom and the respective amounts thereof, the distance from the post office in the City of Ottawa to the said range, if any line of electric or other railway runs from the City of Ottawa to the said range, and what means of transportation will be provided for riflemen going to and returning from the said range. Presented 13th February, 1913—*Mr. Wilson (Laval)*.....*Not printed.*

124. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of the memorial presented to the Government during the session of 1911-12, by a delegation from the Government of Prince Edward Island asking for an increased provincial subsidy, a copy of which memorial was laid on the Table of the House by the Finance Minister last session of Parliament, but is not now apparently on the files of the House Presented 17th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Printed for sessional papers only.*

125. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, letters, telegrams and correspondence between the Government of Canada or any member thereof, since 1st November, 1911, to the pre-

CONTENTS OF VOLUME 27—*Continued.*

sent time, with any corporation, company, party or parties, in any way relating to the Customs Tariff upon cement or to the temporary reduction made of the Customs Tariff upon cement; also for a copy of all letters and correspondence by and between members of the Government of Canada during the same period relating to the same subject, and of all papers, documents, memoranda and orders in council relative to the reduction of the Customs Tariff upon cement made by order in council since the close of the last session of parliament. Presented 17th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

125*a*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all petitions since the 1st of October, 1911, addressed to the Governor General in Council or to any member of the government, asking for a remission and the adjustment of duty on cement, of all letters to the ministers individually on the same, of all correspondence and of all orders in council. Presented 21st February, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

125*b*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in council, letters and telegrams in any department of the government of Canada, or that passed between the Department of Customs and the Department of Justice or any solicitor, counsel, association, company or individual, during the past twelve months, respecting the imposition of tariff duties upon imported lumber dressed on one side and sized, or respecting the interpretation of tariff item No. 504, together with a printed copy of any stated case, appeal, factum or argument used before the Exchequer Court of Canada or the Supreme Court of Canada, in the matter of the judicial interpretation of tariff item No. 504. Presented 4th June, 1913.—*Mr. Maclean (Halifax)*

Not printed.

126. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence passing between the government or any member thereof with respect to the east half of Section 27 in township six (6) in range two (2) west of the third meridian. Presented 17th February, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

127. Return to an Order of the House of the 27th January, 1913, for a return showing when the militia or regular forces was first called out in Canada since Confederation in aid of the civil authorities, how often, when and where has the same been called out since, the amount of money paid by each municipal corporation for such service in each case, what corps called out on each occasion, whether to quell strikes in each instance or for what purpose. Presented 18th February, 1913.—*Mr. Macdonald.*

Not printed.

128. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application by James McKelvey, of the town of Sarnia, Ontario, for Fenian Raid Volunteer Bounty. Presented 18th February, 1913.—*Mr. Macdonald*.....*Not printed.*

129. Return to an Order of the House of the 10th February, 1913, for a copy of all documents, correspondence, memorandums, reports, requests for inquiries, of the appointment of commissioners and other documents, relating to the study of the causes for the depopulation of country places and the high cost of living in the eastern provinces of the Dominion. Presented 18th February, 1913.—*Mr. Paquet*.....*Not printed.*

130. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, memoranda and correspondence relating to the application of the Banque Internationale to the Treasury Board for a certificate for the commencement of business. Presented 18th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

131. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, telegrams, reports, letters, and instructions regarding smelt and salmon fishing in the Restigouche river and the Baie des Chaleurs since October, 1911, up to date, together with copy of instructions issued to officials of the Department of Marine and Fisheries in that connection. Presented 18th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

132. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence and papers concerning the increase of salary of Mr. Sevigny, employed at the immigration office at Montreal. Presented 18th February, 1913.—*Mr. Carvell.*
Not printed.

133. Return to an Order of the House of the 5th February, 1913, for a return showing whether any order for goods has been given by the Department of Public Works since 1st October, 1911, at Montreal, Quebec, St. John and Halifax; tenders asked for in each case; orders for goods given without tenders; names of firms, and amounts in each case. Presented 19th February, 1913.—*Mr. Macdonald*.....*Not printed.*

134. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence and other papers, in the Department of Public Works, concerning the awarding of a contract for a Welsh coal supply to the various Dominion public buildings in Montreal. Presented 19th February, 1913.—*Mr. Lemieux*....*Not printed.*

135. Return to an Order of the House of the 5th December, 1912, for a return showing how many dredging contracts were let by the Department of Public Works during the year 1911-12, the name of each tenderer and the amount of each tender. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*

135*a*. Return to an Order of the House of the 4th December, 1912, for a return showing the quantity by cubic yards of dredging made in the harbour of Bathurst by the dredge *Restigouche* during the months of May, June, July, August, September, October, and November of the year 1911, and during the same months in the year 1912. Presented 19th February, 1913.—*Mr. Turgeon*.....*Not printed.*

135*b*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dredging Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries, and the amount of money spent on that work since the 1st of October, 1911, up to the 21st November, 1912. Presented 12th May, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

135*c*. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and a detailed statement of expenditure in connection with dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure County. Presented 4th June, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

135*d*. Return to an Order of the House of the 19th March, 1913, for a return showing the amount of dredging done by the government dredges for private parties or firms in Prince Edward Island, during the season of 1912; the names of the parties or firms for whom this dredging was done; the number of yards of material dredged for each party or firm; the class of material dredged, and the price per yard the government charged for this dredging; who measured the material dredged, and whether it was scow measurement that was made; who recommended the said dredging to be done; if the resident engineer or any engineer was consulted in regard to the measuring, and if the resident engineer or any engineer had control over the matter at all. Presented 6th June, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

136. Return to an Order of the House of the 9th December, 1912, for a copy of the accounts of Jean Baptiste Lena and of his wife, for work done to the public buildings at Valleyfield, Quebec, in May, 1912; also for a copy of all correspondence, reports and documents relating to the payment in full or a part of their accounts. Presented 19th February, 1913.—*Mr. Papineau*.....*Not printed.*

137. Return to an Order of the House of the 4th December, 1912, for a return showing the amount of money expended in improving the channel of the Ottawa river between the city of Hull and the village of Masson. Presented 19th February, 1913.—*Mr. Devlin.* *Not printed.*

138. Return to an Order of the House of the 4th December, 1912, for a copy of all documents relating to the transferring of P. E. Amiot, resident engineer of the Department of Public Works, Bonaventure, Quebec, to the district of Chicoutimi and Saguenay, and the appointment in his stead, in Bonaventure County, of Charles E. Tache, of Chicoutimi, as resident engineer, with a copy of all the instructions given to the latter and his duties, residence and salary. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

139. Return to an Order of the House of the 4th December, 1912, for a copy of all petitions, correspondence, memoranda, reports, and resolutions of county or other municipal councils of Bonaventure County asking or objecting to certain public works in Bonaventure County since October, 1911, with the Minister of Public Works, or any member of the present administration, and replies made thereto. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

140. British Canadian Loan and Investment Company, Limited, Toronto, for year 1911.—(*Senate*).....*Not printed.*

141. Claims of present fish warden, Baker Lake, County of Madawaska, N.B.—(*Senate*). *Not printed.*

141a. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, information, convictions and other documents in the possession of the Department of Marine and Fisheries or any officer thereof relating to the prosecution in the year 1910, against George Rowlings and James Rowlings, of Musquodoboit Harbour, County of Halifax, for a violation of the fishery regulations. Presented 21st May, 1913.—*Mr. Sinclair*.....*Not printed.*

141b. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and documents or other communications, had with the Department of Marine and Fisheries or any official thereof, in regard to the prosecutions against the following parties:—Samuel Stewart, Melvin Hart, Andrew McNeil, Thomas McNeil, Hugh Malcolm, Tom Moffatt, James Waddin, Samuel Wright and Dougald Higgins, of Westville, County of Pictou, for infractions of the Fisheries Act, and of any applications or letters relative to relief from the fines imposed or the return of the same; and also of all papers, letters, and other documents relating to a charge against Rod. Martin, of Westville aforesaid, a fishery guardian, for illegal fishing and other offences. Presented 21st May, 1913.—*Mr. Macdonald*.....*Not printed.*

141c. Claims of Messrs. Boulanger and Son, Montmagny, Quebec.—(*Senate*)....*Not printed.*

142. Copy of Report of Minister of Justice in *re* Florence Mining Company.—(*Senate*). *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

143. Instruction sent to the different Lieutenant Governors of different provinces of Canada, with commissions.—(*Senate*)..... .....*Not printed.*

144. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, documents, telegrams, reports and opinions in relation to the claim of William Iceton, of Purcell's Cove for a return of a boat from the Department of Marine and Fisheries or any other department. Presented 20th February, 1913.—*Mr. Macdonald* ....*Not printed.*

145. Return to an Address to His Royal Highness the Governor General of the 9th December 1912, for a copy of all papers, telegrams, letters and orders in council respecting the transfer of the property known as the Police Point Reserve to the corporation of the City of Medicine Hat, Alberta. Presented 20th February, 1913.—*Mr. Buchanan.* *Not printed.*

146. Return to an Order of the House of the 29th January, 1913, for a copy of the inquiry made by F. B. Atkinson, Lévis, as to an accident that happened to the horse of Arsene Lauzier, at Amqui, County of Rimouski, on the 19th February, 1912. Presented 20th February, 1913.—*Mr. Boulay*.....*Not printed.*

147. Correspondence, memoranda, &c., in respect to the issue of a patent for the N. ½ of S. W. ¼ of section 8, in township 49, range 26, west of the 2nd meridian, to one Arthur Donaldson, bearing date the 19th November, 1912. Presented by Hon. Mr. Roche, 20th February, 1913..... .....*Not printed.*

147*a*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams and other documents with respect to the north half of the southwest quarter of section eight (8), township forty-nine (49), range twenty-six (26), west of the second meridian, province of Saskatchewan, and the granting of a homestead entry for the said land to one Arthur Donaldson. Presented 6th June, 1913.—*Mr. Martin (Regina)*..... .....*Not printed.*

148. Return to an Order of the House of the 12th February, 1913, for a copy of all papers, reports and other documents relating to the delay of the Indian Department in issuing patents for lands purchased from the St. Peters band of Indians, and forming part of the St. Peters Indian reserve, Manitoba. Presented 25th February, 1913.—*Mr. Oliver*..... .....*Not printed.*

149. Return an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications addressed to the Government by the Algoma Steel Company for remission of duties on rails imported by the said company at Fort William; of all correspondence on the same, of all evidence sought and obtained by the government and supplied by the company in support of its application; and of all orders in council ordering such remission of duties. Presented 25th February, 1913.—*Sir Wilfrid Laurier*..... .....*Not printed.*

150. Return to an Order of the House of the 24th February, 1913, for a return showing the stenographers and secretaries of the House of Commons, and the names of the members for whom each of them work. Presented 26th February, 1913.—*Mr. Boulay.* *Not printed.*

150*a*. Return to an Order of the House of the 31st March, ultimo, for a return giving the names and home addresses of the persons employed in the House of Commons as stenographers to members. Presented 1st April, 1913.—*Mr. Martin (Regina).* *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

151. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and barrels or sacks of flour which were shipped from Montreal, Quebec, St. John, N.B., and Halifax, for twelve months preceding the 31st day of December, 1912; the kinds of each product respectively, and the quantities of said commodities at each of above points which were domestic and foreign. Presented 26th February, 1913.—*Mr. Bennett (Simcoe)*.....*Not printed.*

152. Return to an Order of the House of the 19th February, 1913, for a return showing in detail the quantity and values, respectively, of the imports and exports of Canada with Great Britain, United States, Australia and New Zealand, during the year ending 31st March, 1912, in horses, cattle, sheep, hogs, bacon, hams, fresh and salted beef, lard, tallow, mutton, canned meats, butter, cheese, eggs, poultry and apples. Presented 26th February, 1913.—*Mr. Sutherland*.....*Not printed.*

153. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and correspondence relating to action by the Government in regrd to the relief of the shareholders and depositors of the Farmer's Bank, and of the order in council appointing Sir William Meredith as Commisioner, and all correspondence in relation thereto. Presented 26th February, 1913. —*Mr. Macdonald*.....*Not printed.*

153*a*. Report of the Honourable Sir William Ralph Meredith, Kt., Commissioner appointed to make investigation into all matters connected with the Farmers Bank of Canada. Presented by Hon. Mr. White, 26th February, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 28.

(This volume is bound in three parts.)

153*b*. Report of Royal Commission authorized by orders in council dated 19th day of July, 1912, and the 5th day of August, 1912, to inquire into alleged complaints as to methods of weighing butter and cheese in Montreal, and also as to the methods of payment. Presented by Hon. Mr. Burrell, 30th May, 1913.

Printed for distribution and sessional papers.

154. Return to an Order of the House of the 27th January, 1912, for a return showing the amount of the subsidy paid to each of the four original provinces of the Dominion at Confederation, and the population on which such payment was based; the subsidy payable to each of the remaining five provinces on entering the union, and the population on which such payment was based; the sum added to the subsidy of any province as better terms, and the date which such addition was made respectively; the details of each readjustment of subsidies since 1867, and the yearly subsidy at present payable to each province, with the population on which such payment is based, and the original debt allowance, if any, respectively, placed to the credit of each province on entering the union. Presented 27th February, 1913.—*Mr. Sinclair.*

Printed for sessional papers only.

155. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence in regard to the disposition of the Marine Hospital at Pictou to the town of Pictou, or any other corporation or person. Presented 27th February, 1913.—*Mr. Macdonald*.....*Not printed.*

156. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, tenders, contracts, papers and other documents in the possession of the Department of Marine and Fisheries relating to the making and cancellation of a contract or agreement between the said department and one Charles G. Giffin, of Isaac Harbour,

CONTENTS OF VOLUME 28.—*Continued.*

N.S., to perform certain services for the lobster hatchery at that place, and also relating to a subsequent agreement with one Philip McArthur to perform similar duties. Presented 27th February, 1913.—*Mr. Sinclair*.....*Not printed.*

157. Return to an Order of the House of the 29th January, 1913, for a copy of all papers and correspondence concerning the claim of Charles Mennier, ex-Collector of Customs at Marieville, Quebec, for rent. Presented 28th February, 1913.—*Mr. Lemieux.*
Not printed.

158. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the closing of the post office at Pomket river, Antigonish County, Nova Scotia, and the cancellation of the contract for the carrying of the mail between Heatherton and Pomket river. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

158*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, telegrams, petitions and other correspondence and documents received by the Post Office Department during the last twelve months from the honourable member for East Grey and others, relating to the closing of the post office at Harkaway, County of Grey, province of Ontario, and of the proposed change in the mail service. Presented 28th March, 1913.—*Mr. Lanctot*.....*Not printed.*

159. Claims put forth by and on behalf of Indians of British Columbia—Report of James T. McKenna on.—(*Senate*).....*Not printed.*

159*a*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all correspondence between the Government of British Columbia and the Government of Canada concerning the rights and claims of the Indians in the province, and of all orders in council with regard to the same. Presented 14th May, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

159*b*. Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, reports and recommendations from Rev. R. L. Macdonald, Indian agent at Salmon River reserve, Richmond County, N.S., relating to the Indian school in said reserve; and of all correspondence and instructions from the Department of Indian Affairs to the said Indian agent, relating to the same; also a copy of all complaints, charges and reports against Miss Charlotte M. Devereaux, teacher of the said school, and of all correspondence and recommendations relating to the appointment of Earnest McNeil to succeed her, since 1st January, 1912. Presented 23rd May, 1913.—*Mr. Kyte*.....*Not printed.*

159*c*. Return to an Order of the House of the 12th May, 1913, for a copy of the last surrender and of all papers, correspondence and other documents in connection with the surrender of part of the White Bear Indian Reserve; together with a copy of all letters and telegrams referring to this surrender by officials of the Department or others, and of the authority on which this surrender was taken, the number of acres surrendered, and how disposed of. Presented 23rd May, 1913.—*Mr. Bradbury.*
Not printed.

159*d*. Return to an Order of the House of the 39th April, 1913, for a copy of all letters, papers, memoranda and other documents, dated since 1st January, 1912, relating to the Kitsilano Indian Reserve in the City of Vancouver. Presented 23rd May, 1913.—*Mr. Oliver*.....*Not printed.*

160. Immigrants—number of, who settled in Canada, in 1911-12, and from whence.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

160*a*. Return to an Order of the House of the 7th May, 1913, for a return showing the number of immigrants coming into Canada during the year ending 31st March, 1913, inspected by the government medical inspectors; the total cost of such medical inspections; the number of medical doctors employed by the government during that period; the name, salary and location of each, including those resident in Ottawa. Presented 6th June, 1913.—*Mr. Schaffner*.....*Not printed.*

161. Correspondence with Mr. V. Steffansson concerning northern expedition. Presented by Hon. Mr. Hazen, 3rd March, 1913.....*Not printed.*

161*a*. Copy of order in council No. P.C. 406 of the 22nd February, 1913, with reference to Mr. V. Steffansson's proposed northern expedition. Presented by Hon. Mr. Hazen, 10th March, 1913.....*Not printed.*

162. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, requests, petitions, orders in council and other documents in the possession of the Department of Marine and Fisheries relating to the change in the fishery regulations by which steam trawlers were prohibited from participating in the fishing bounty. Presented 3rd March, 1913.—*Mr. Sinclair.*
Not printed.

162*a*. Return to an Address to His Royal Highness the Governor General, of the 10th February, 1913, for a copy of all petitions, correspondence, reports of experts or officers, of orders in council, minutes of council, and of other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government, relating to steam trawling on the Atlantic seaboard. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

163. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, papers, accounts, vouchers, concerning the purchase and subsequent repairs of a private car by the Department of Militia and Defence, from the Canadian Northern Railway Company. Presented 3rd March, 1913.—*Mr. Lemieux.*
Not printed.

164. Return to an Order of the House of the 24th February, 1913, for a return showing separately the amount paid by the Department of Indian Affairs for medical attendance on account of the Indians on the Micmac reserve of Ste. Anne de Restigouche, Quebec, for each year from 1900 to 1913, inclusive, and to whom paid. Presented 10th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

165. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the sale of alleged Indian lands at Nyanza, riding of North Cape Breton and Victoria, N.S., to one Philip McDonald, such sale having taken place about the year 1877. Presented 17th March, 1913.—*Mr. McKenzie*.....*Not printed.*

165*a*. Return to an Order of the House of the 7th May, 1913, for a return showing the number of acres surrendered by the Coté's Band of Indians, the number of acres sold by private sale, the number of acres still unsold; together with a copy of all letters from persons who made application for purchase of surrendered lands in Coté's reserve, or from any person on behalf of purchasers and replies thereto; and of all reports, letters or memoranda addressed to the Superintendent General of Indian Affairs, from any officer of the department respecting the private sale of said lands; also a copy of any document or documents covering the authority under which these lands were sold by private sale, and of all letters addressed to the department, or any officer of department, respecting the sale of said lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

166. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, reports and other documents received by the Minister of Labour regarding labour conditions on the Grand Trunk Pacific between Tête Jaune Cache and Fort George. Presented 17th March, 1913.—*Mr. Oliver*.....*Not printed*

167. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all telegrams, letters and other documents passing between the Government of Canada, or any member thereof, and the Government of the Province of Saskatchewan, or any member thereof, with respect to chapter 17 of the statutes of Saskatchewan, 1912, being an Act to prevent the employment of female labour in certain capacities. Presented 17th March, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

168. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, petitions and other papers received by the Prime Minister, or any member of the government, since the 1st April, 1912, in connection with the school system established in that portion of the Keewatin Territory annexed to the province of Manitoba. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

169. Return to an Order of the House of the 29th January, 1913, for a return showing the number of accidents to lock gates or bridges on the Welland Canal during the year ending 25th November, 1912, the nature of the accidents, the amount of damage in each case and the amount recovered by the Government from vessel owners in each instance. Presented 18th March, 1913.—*Mr. Graham*.....*Not printed.*

170 Return to an Order of the House of the 3rd March, 1913, for a copy of the contract passed on the 6th day of August, 1910, between the City of Quebec and the Transcontinental Railway Commissioners, for the acquisition by the latter of the property known as Champlain Market, to be used as a station and terminals for the said railway; of all the correspondence between the said city and the present Commissioner of the said railway, with the Minister of Railways, or any other Minister, with regard to the non-execution of the said contract by the said commission. Presented 18th March, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers only.*

171. Return to an Order of the House of the 29th of January, 1913, for a copy of all letters, correspondence, &c., respecting the request for suspension by H. Boulay, of J. Stahl, assistant inspector of immigration on the railway. Presented 19th March, 1913.—*Mr. Boulay* ....*Not printed.*

172. Return to an Order of the House of the 17th February, 1913, for a return showing the total area of land thrown open for pre-emption and purchased homesteads in each of the provinces of Saskatchewan and Alberta since the passing of the Dominion Lands Act of 1908; also the number of acres of such lands which have been disposed of by way of pre-emptions and purchased homesteads in each of the said provinces, the amount of principal money collected on account of such lands in each of the said provinces up to 31st December, 1912, and the amount of interest collected on account of such lands in each of the said provinces to 31st December, 1912. Presented 19th March, 1913.—*Mr. Martin (Regina)*.....*Not printed*

173. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, correspondence, memorials and other documents received by the Right Honourable the Prime Minister and the Honourable the Minister of Justice, since the 1st day of January, 1912, relating to the request by county court judges for an increase of salary and for an amendment to the Judges Act with respect to retiring allowances. Presented 26th March, 1913.—*Mr. Proulx*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

174. Return to an Order of the House of the 13th February, 1913, for a return showing the names of the keepers in Portsmouth penitentiary, and their religious belief; the names of any of the said keepers who may have been dismissed, the date, charges and on whose recommendation were they reinstated. Presented 25th March, 1913.—*Mr. Edwards*.....*Not printed.*

174a. Return to an Order of the House of the 13th February, 1913, for the name of the discipline officer in charge of each of the following departments in Portsmouth penitentiary, the date when each was first appointed on the penitentiary staff, the date to his present position, and the religious belief of each: Quarry, farm, warden's residence and grounds, blacksmith shop, bath room and laundry, stone shed, tailor and shoe shop, changing room, stone pile, sewage plant, asylum ward, cell wings, library and Roman Catholic and Protestant chapels, hospital, shop dome, carpenter, tin and paint shop, and prison of isolation. Presented 25th March, 1913.—*Mr. Edwards.*
Not printed.

175. Return to an Order of the House of the 17th February, 1913, for a copy of all statements of account for salary or remuneration to the Commissioner, and his expenses, for witness fees and all other expenses in connection with the investigations by Commissioner Duchemin, of the following persons in Antigonish County namely: Patrick M. Decoste, deckhand SS. *Scotia*, Harbour au Boucher; William R. Fougère, sectionman, Harbour au Bouche; Allen Kinney, sectionman, Linwood; Hubert Myatte, sectionman, Tracadie; John McDonell, sectionman, Afton Station; John W. Malanson, sectionman, Afton; James Armstrong, sectionman, Heatherton; Charles Landry, sectionman, Pomket; William S. Landry, section foreman, Pomket; Colin McDonald, sectionman, James River; Archibald Chisholm, station agent, Heatherton; Joseph Benoit, station agent, Pomket; Alex. R. McAdam, fishery officer, Malignant Cove; Alex. McDonald, sub-collector, Doctors Brook; Charles L. Gass, sub-collector, Bayfield; Jeffrey M. Crispo, sub-collector, Harbour au Bouche; Hugh R. McAdam, postmaster, Arisaig; Thomas J. Sears, postmaster, Lochaber, Charles L. Gass, postmaster, Bayfield; and Joseph P. Benoit, postmaster, Pomquet; also the expenses in detail, of and incidental to the investigation by said Commissioner Duchemin of the charges made against John J. McDonald, postmaster, McArra's Brook; Archibald Stewart, section foreman, Harbour au Bouche; Ronald McFarlane, section foreman, Williams Point; Henry Williams, sectionman, Marshy Hope; and John W. McInnes, bridge foreman Intercolonial Railway, Antigonish. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

175a. Return to an Order of the House of the 28th April, 1913, for a return showing the date of the appointment of H. P. Duchemin, Investigating Commissioner for Eastern Nova Scotia; the number of days he has been employed by the government since the appointment; the gross amount paid to Mr. Duchemin as an allowance for his services, excluding travelling expenses or other outlay; the amount which has been paid to Mr. Duchemin to date for travelling expenses, living expenses, witness fees, and other sundry expenses, respectively. Presented 21st May, 1913.—*Mr. Sinclair.*
Not printed.

176. Return to an Order of the House of the 4th December, 1912, for a copy of the report or reports made by C. E. Taché, resident engineer of Bonaventure County, Quebec, on public works existing or asked for in that constituency since October, 1911, up to date. Presented 28th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

177. Return to an Order of the House of the 6th February, 1913, for a return showing what properties within the area north of Wellington street and west of Bank street, in the City of Ottawa, have been purchased or acquired by the Government; from whom the said purchases were made, and the price paid, or agreed to be paid, in each case; the

CONTENTS OF VOLUME 28.—*Continued.*

number of said properties not yet paid for, the names of the owners thereof, and amount, if any, in dispute in each case; the names of the persons who were employed in any capacity, or for any purpose, in connection with the purchase of the said properties, and the terms of their employment; the amount which has been paid to each, and further amounts to be paid to such persons, giving their respective names; whether the Government has employed any persons or agents to collect rent from the tenants or occupants of any of the said properties, if so, the names of such rent collectors, for what period employed, and amount by way of salary, fees, or commission, paid to each; the total amount paid by the Government up to 31st January, 1913, in connection with the purchase or acquisition of the said properties. Presented 28th March, 1913.—*Mr. Murphy* .....*Not printed.*

178. Return to an Order of the House of the 24th January, 1913, for a copy of all correspondence between the Minister of Public Works and H. Morel, M.P.P., for East Nipissing, in any way relating to the construction of a road or highway from North Bay to Sturgeon Falls, Ontario; and of all petitions, correspondence, surveys, and engineers' reports in any way connected with the building of the said road or highway. Presented 28th March, 1913.—*Mr. Murphy*.....*Not printed.*

179. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures made on Brulé wharf in the County of Colchester during the last two years. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

179*a*. Return to an Order of the House of the 10th December, 1912, for a copy of all papers, documents, tenders and correspondence relating in any way to the construction of a wharf at Kraut Point, Lunenburg County, N.S. Presented 28th March, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

180. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Eastern Canada Power Company, with a view to raise the head of the River St. Lawrence in the vicinity of Coteau, Cedar, Split Rock and Cascade rapids to the level of the water in Lake St. François. Presented 28th March, 1913.—*Mr. Lemieux*.....*Not printed.*

181. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters and telegrams addressed by the Conservative candidate in the County of Gloucester at the election of 21st September, 1911, to the Minister of Public Works from the day he took his oath of office, on 10th October, 1911, up to the 31st December, of the same year, on the subject of public works then under construction in the said county. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed.*

182. Return to an Order of the House of the 10th March, 1913, for a return showing the number of men of the R. C. regiment at Aldershot, during the summer of 1912, previous to the regular militia camp; date of going into camp; number there during said time; whether tenders for supplies for these men were called for; number of tenders received and from whom; if any contracts were awarded on said tenders and, if not, what was done with the said tenders; how and from whom were supplies for these men obtained; the prices paid during said time per pound respectively, for meat, sugar, butter, tea, coffee bacon, bread, and how much per bushel for vegetables; the cost per ration for supplies for said men of the R. C. regiment at Aldershot camp during the time aforesaid; the cost per ration for supplies to the regular militia camp under contract during the annual drill in the fall of 1912. Presented 28th March, 1913.—*Mr. Kyte*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

183. Report on wholesale prices in Canada, 1912, by R. H. Coats, B.A., F.S.S., editor of the *Labour Gazette.* Presented by Hon. Mr. Crothers, 28th March, 1913....*Not printed.*

184. Area of territories added to Ontario and Quebec, by Statutes of 1912.—(*Senate*). *Not printed.*

185. Relating to recent increase in prices charged Canadian fishermen for manilla cord.—(*Senate*).....*Not printed.*

186. Report of the Pilotage Commission of Quebec. Presented by Hon. Mr. Hazen, 28th March, 1913.....*Not printed.*

187. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, letters, papers, telegrams and other documents in the possession of the Department of the Interior relating to the S. W. 36-16-27, W. 2. Presented 31st March, 1913. —*Mr. Knowles*.....*Not printed.*

187*a*. Return to an Order of the House of the 3rd March, 1913, for a copy of all correspondence, telegrams and other papers in connection with the southwest ¼ of 4-9-14 west of 2nd meridian. Presented 10th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*b*. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, letters, memoranda and other documents relating to the northwest of 30-25-7-2. Presented 25th April, 1913.—*Mr. Oliver*.....*Not printed.*

187*c*. Return to an Order of the House of the 3rd March, 1913,—1. For a copy of all correspondence and other papers in connection with the disposal of the following lands and the claim of James W. Brown in connection with these lands:—

Part of S.E. ¼ section 21-20-21-W. 2nd meridian, area 5/100ths acre.
Part of N.E. ¼ section 21-20-21-W. 2nd meridian, area 11 6/100ths acre
Part of S.E. ¼ section 20-20-21-W. 2nd meridian, area 80 acres.
Part of S.W. ¼ section 28-20-21-W. 2nd meridian, area 72 42/100ths acres.
Whole of S.E. ¼ section 28-20-21-W. 2nd meridian, area 160 acres.
Whole of N.E. ¼ section 32-20-21-W. 2nd meridian, area 160 acres.
Part of S.E. ¼ section 32-20-21-W. 2nd meridian, area 80 acres.
Whole of N.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Whole of S.E. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Part of N.E. ¼ section 5-21-21-W. 2nd meridian, area 123 85/100ths acres.
Whole of S.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.

2. Also of all papers in connection with the disposal of the whole of the northwest quarter-section 22-20-21, west of the second meridian; and part of S.W. ¼, 2-20-21-W. of the second meridian; and of all correspondence and papers in connection with Alexander Hurst Brown's claim *re* these lands. Presented 30th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*d*. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the sale of the N.W. quarter-section 29 10-18-W. Presented 13th May, 1913.—*Mr. Turriff*.....*Not printed.*

187*e*. Return to an Order of the House of the 28th April, 1913, for a copy of all letters, memoranda and other documents relating to the northeast quarter of 14-75-15-5, during the years 1911, 1912, and 1913 to date. Presented 13th May, 1913.—*Mr. Oliver.* *Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

187*f*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications, and other documents in connection with the S.W. 2-19-20, west 2nd M. Homestead, patented 3rd June, 1892; the S. ½ of N.E. 20-20-21, west 2nd M. patented 11th October, 1904, N.W.H.B., as assignee of Edward Boucher; the S.E. ¼ of 22-20-21, west 2nd M., N.W.H.B., patented 22nd September, 1900, as assignee of Louis McGillies; the S.E. ¼ of 28-20 21, west 2nd M., N.W.H.B., patented 26th August, 1901, as assignee of J. Bte. Fagant, jr., and the E. ½ of S.E. ¼ of 32-20-21, west 2nd M., N.W.H.B., patented 11th September, 1901, as assignee of Jos. Alexander; and of all papers in connection with any claims of G. W. Brown or others in connection with these lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

187*g*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications and other documents regarding the S.W. ¼, 28-20-21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and the W. ½ of S.E. ¼, 32, 20, 21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and of all papers in connection with any claims by Norman McKenzie or others against the Government in connection with these lands. Presented 4th June, 1913.—*Mr. Bradbury*.....*Not printed.*

188. Return to an Order of the House of the 10th March, 1913, for a copy of all correspondence or communication of any kind between the Department of Insurance at Ottawa and the Department of Insurance at Toronto since June, 1907, touching the transfer of the Canadian Guardian Life Insurance Company from the jurisdiction of the Insurance Department at Ottawa to that of the jurisdiction of the Insurance Department at Toronto; of all correspondence, if any, between the Insurance Department at Ottawa and the *Saturday Night*, newspaper of Toronto, touching the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited; and of all correspondence and other communications between the Department of Insurance at Ottawa and the Government of the province of Alberta in reference to the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited. Presented 31st March, 1913.—*Mr. German.*

Not printed.

189. Copy of an Order in Council, &c., respecting a contribution of $30,000 to assist in alleviating the distress of the sufferers by the disastrous cyclone which swept over the City of Regina and its vicinity. Presented by Hon. Mr. White, 31st March, 1913.

Not printed.

190. Copy of correspondence respecting the Treaty of Commerce and Navigation between the United Kingdom and Japan. Presented by Hon. Mr. Borden, 1st April, 1913.

Printed for sessional papers only.

190*a*. From Imperial Consulate General of Japan for the Dominion of Canada. The undersigned, His Imperial Majesty's Consul General at Ottawa, duly authorized by His Government, has the honour to declare that the Imperial Japanese Government are fully prepared to maintain with equal effectiveness the limitation and control which they have since 1908 exercised in the regulation of emigration from Japan to Canada. 11th April, 1913. Presented by Hon. Mr. Borden, 11th April, 1913.....*Not printed.*

191. Copy of the order in council in connection with the appointment of a Commission to inquire into the claims of the province of British Columbia for exceptional treatment. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

191*a*. Memorandum *re* British Columbia's claims for special consideration. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

CONTENTS OF VOLUME 28.—*Continued.*

191*b*. Copies of orders in council, &c., relating to the appointment of commissioners to adjust all matters relating to Indian lands and Indian affairs generally in the province of British Columbia. Presented by Hon. Mr. Borden, 17th April, 1913.
Not printed.

191*c*. Report of the Royal Commission appointed to inquire into and report upon the law respecting pilotage and its administration in the pilotage districts of Montreal and Quebec; and what changes, if any, are desirable therein; and also, a letter addressed to the Minister of Marine and Fisheries from Mr. Ajutor Lachance, one of the commissioners. Presented by Hon. Mr. Hazen, 18th April, 1913.....*Not printed.*

191*d*. Report of Royal Commission on Industrial Training and Technical Education, Parts I, II, III. and IV. Presented by Hon. Mr. Crothers, 4th June, 1913.
Printed for distribution and sessional papers.

192. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers and documents relating to the setting apart of a forest reserve on the north side of the Saskatchewan river opposite the City of Prince Albert. Presented 2nd April, 1913.—*Mr. Oliver*.....*Not printed.*

192*a*. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, reports, letters, and other documents of any kind in the possession of the Department of the Interior relating to the suitability for forest reserve or for homesteading purposes, of the whole or any part of townships 24 and 25, range 27, west of the first meridian, now forming part of the Riding Mountain Forest Reserve. Presented 11th April, 1913.—*Mr. Oliver*.....*Not printed.*

193. Return to an Order of the House of the 10th February, 1913, for a copy of all correspondence exchanged between the Department of Marine and Fisheries and the member for Temiscouata, and all other persons, respecting the placing of a light or line of lights on wharf at Ile Verte, County of Temiscouata. Presented 4th April, 1913.—*Mr. Paquet*.....*Not printed.*

194. Copy of a report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 5th April, 1913, relative to a contract for an ocean mail, passenger and freight steamship service between Canada and Great Britain and Great Britain and Canada, together with the articles of agreement for the said service. Presented by Hon. Mr. Pelletier, 7th April, 1913.....*Not printed.*

195. Return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910, 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 10th April, 1913.—*Mr. McKenzie.*
Not printed.

195*a*. Supplementary return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

CONTENTS OF VOLUME 28.—*Continued.*

2. The volume of trade between Newfoundland and the West Indian Islands included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 21st April, 1913.—*Mr. McKenzie* ....*Not printed.*

196. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams, and correspondence referring in any way to the purchase or leasing of the property in Antigonish, N.S., now in use as a gun shed or store house for the equipment of the 18th Field Battery of Artillery. Presented 14th April, 1913.—*Mr. Chisholm (Antigonish)*..... .....*Not printed.*

197. Return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 14th April, 1913.—*Sir Wilfrid Laurier.* *Not printed.*

197*a*. Supplementary return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 6th June, 1913.—*Sir Wilfrid Laurier*..... ....*Not printed.*

198. Return to an Order of the House of the 24th February, 1913, for a copy of all correspondence and documents between the government of Canada or any officer thereof, and one Miss Mastin, of England, relating to a presentation of certain chinaware and other curiosities, made to the Government by the said Miss Mastin, in memory of the defeat at the polls of the agreement relating to reciprocity with the United States. Presented 14th April, 1913.—*Mr. Sinclair*.....*Not printed.*

199. Return to an Order of the House of the 19th March, 1913, for a return showing the names, professions or occupations, residences, the date of appointment, and the salary in each case, of all correspondents of the *Labour Gazette*, and also the number of changes made in that particular for the year 1912. Presented 22nd April, 1913.—*Mr. Verville* ....*Not printed.*

200. Return to an Order of the House of the 26th March, 1913, for a return showing the amount of seed grain supplied to settlers in Peace River during the year 1912; the amount of seed grain being provided for settlers in Peace River during 1913; who distributed the seed grain supplied in 1912 and who is authorized to distribute seed grain in 1913; under what conditions seed grain was supplied during 1912, and those proposed for 1913; if provisions were supplied during 1912, what the conditions were and who gave out the supplies; if it is intended to supply provisions in 1913, what conditions will be given and who will give them out. Presented 25th April, 1913.—*Mr. Oliver* ....*Not printed.*

201. Return to an Order of the House of the 7th April, 1913, for a copy of all documents in the Department of the Interior prior to the issue of the Crown patents relating to Lot No. 217 of the Hudson Bay Company Survey, in the parish of St. John, Winnipeg. Presented 25th April, 1913.—*Mr. Proulx*.....*Not printed.*

202. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence claims and reports with reference to compensation claimed by owners of horses attached to the 10th Field Battery at Camp Petawawa in the summer of 1912, by rea-

CONTENTS OF VOLUME 28.—*Continued.*

son of damage or disease contracted while in the service; also of all such claims paid, the amounts in each case, and the persons to whom paid. Presented 25th April, 1913.—*Mr. Carvell*.....*Not printed.*

203. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents, pay-rolls, accounts, receipts, and correspondence in connection with all expenditures of money made in 1912 upon the Petite Rivière breakwater, Lunenburg County, Nova Scotia. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203*a*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council, letters, correspondence, &c., relating to the construction of a wharf or breakwater at Seaforth, Halifax County, N.S. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203*b*. Return to an Order of the House of the 20th March, 1912, for a copy of all documents, letters, correspondence, petitions, reports, &c., addressed to the Department of Public Works since the 21st September last on the subject of a wharf now under construction at St. Croix, in the County of Lotbinière, province of Quebec. Presented 29th April, 1913.—*Mr. Fortier*.....*Not printed.*

203*c*. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Red Point wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and the wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used, and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203*d*. Return to an Order of the House of the 31st March, 1913, for a copy of all documents, papers, correspondence, representations, &c., relating to the purchase of land at Digby, Nova Scotia, for the purpose of a site for a public wharf. Presented 2nd May, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

203*e*. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Southport wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203*f*. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, in relation to the expenditure of moneys on harbour improvements at Grand Etang, during the year 1911-12. Presented 13th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

203*g*. Return to an Order of the House of the 7th April, 1913, for a copy of all documents, correspondence, &c., relating to the purchase by the Department of Public Works of a certain quantity of timber for the construction of a wharf at St. Germain de Kamouraska, the said purchase having been made, as alleged, from Murray Castonguay during the year 1912. Presented 26th May, 1913.—*Mr. Lapointe (Kamouraska).* *Not printed.*

203*h*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters written to the Honourable Minister of Public Works, or to any officer of the Public Works Department, or to any member of the government since 10th October, 1911, by G. A. R. Rowlings, John S. Wells and S. R. Griffin, relating to the construction of public works, County of Guysborough, N.S., also a copy of the replies to the same. Presented 29th May, 1913.—*Mr. Sinclair*.....*Not printed.*

203*i*. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence exchanged between the Postmaster General and M. Isidore Belleau, of Quebec, in connection with improvements contemplated in Quebec harbour. Presented 2nd June, 1913.—*Mr. Carvell*.....*Not printed.*

203*j*. Return to an Order of the House of the 28th April, 1913, for a copy of all papers, documents, pay-rolls, receipts, accounts, correspondence, &c., relating to repairs made upon the breakwater at Petite Rivière, Lunenburg County, N.S., in the year 1912. Presented 6th June, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

204. Return to an Order of the House of the 4th March, 1912.—1. For a copy of all reports of engineers from 1874 to 1900, relating to the most suitable site in the harbour of Quebec for the construction of a dry dock.

2. Of all correspondence exchanged on the subject of a choice of a site for the dry dock now existing at St. Joseph de Lévis, at the time of its construction.

3. Of engineers reports, plans, maps and bearings relating to the construction of a new dry dock in the port of Quebec since 1900.

4. Of all correspondence exchanged between the different companies and the government relating to the construction of a new dry dock in the port of Quebec, since 1909.

5. Also for the production of all documents submitted by the different companies who have asked for the government grant provided by the Dry Dock Subsidies Act. Presented 29th April, 1913.—*Mr. Béland*.....*Not printed.*

204*a*. Dry dock of Lévis. Report of Mr. Charles Smith against Sampson, et al.—(*Senate*). *Not printed.*

204*b*. Return to an Address to His Royal Highness the Governor General of the 19th March, 1913, for a copy of all orders in council, plans and estimates, correspondence, papers and inquiries respecting the construction of a dry dock at Quebec or Lévis or in the port or harbour of Quebec. Presented 6th June, 1913.—*Mr. Lachance*....*Not printed.*

205. Return to an Order of the House of the 9th April, 1913, for a copy of the petition of the Restigouche Fishermen's Association to the Minister of Marine and Fisheries asking for the removal of Mr. M. M. Mowat, head guardian of the Restigouche Riparian Association as Dominion fishery officer, and the answer thereto. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

206. Return to an Order of the House of the 13th February, 1913, for a return showing the name of the company who has the contract for the electric lighting of the government buildings and grounds in Ottawa, date of contract and period, on what notice can contract be cancelled, price paid per kilowatt hour for electric lighting, names of

CONTENTS OF VOLUME 28.—*Continued.*

buildings lighted, cost of lighting each per year, rate for electric lighting if a combined power and light rate, price for current for power purposes, if lamps are not free, price paid for the carbon and tungsten lamps renewed, are lamps marked so as to be identified as belonging to the government buildings, number of electric lamp renewals paid for during the last fiscal year, where required, number of carbon and tungsten lamps respectively in use in the several buildings and the candle power or wattage of the same. Presented 2nd May, 1913.—*Mr. Wilson (Wentworth)*
Not printed.

207. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, petitions, memoranda, reports, tenders, deposits, recommendations and all other documents of any nature whatsoever bearing on or having relation to the erection of a public building in the city of Three Rivers, P.Q., since the 11th day of October, 1911, to date. Presented 2nd May, 1913.—*Mr. Bureau.*
Not printed.

207*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, and documents relating to the construction of a public building in the town of Laurentides, County of L'Assomption. Presented 4th June, 1913.—*Mr. Seguin.*
Not printed.

207*b*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, letters, telegrams, contracts, tenders and reports of government inspector, in relation to the work and repairs on the public building at North Sydney during the year 1912, and particularly the inspector's report on the damages caused by fire during the construction of said works and repairs; and also a copy of the tenders of Henry Lovell, for the above work. Presented 6th June, 1913.—*Mr. McKenzie.*
Not printed.

207*c*. Return to an Order of the House of the 27th January, 1913, for a copy of all telegrams, letters, documents and plans relative to the purchase or acquirement of land for the purpose of erecting a public building in Stellarton, Nova Scotia, in the year 1912. Presented 6th June, 1913.—*Mr. Macdonald*.....*Not printed.*

208. Return to an Order of the House of the 24th February, 1913, for a return showing the names of the buildings occupied by the Government as public offices, which are under rent, excepting the Centre, East, West and Langevin Blocks; the street on which each of these offices is situated and the number of the street in each case. Presented 2nd May, 1913.—*Mr. Boulay*.....*Not printed.*

209. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, relating to the construction of telegraph lines during the year 1911-12, from South West Margaree to Scotsville, from Scotsville to North Ainslee; from Scotsville to South Lake Ainslee and Whycocomagh; from Little Narrows to Whycocomagh; from Rossville to Big Intervale and from Rossville to the Victoria County Boundary Line, all in the County of Inverness. Presented 2nd May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

210. Correspondence in connection with the area or areas prescribed for mange in British Columbia.—(*Senate*).... ....*Not printed.*

211. Report made by the Central Railway of Canada to the Railway Department.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

212. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of Customs, relating to the seizures of twenty horses from John Gobel, for smuggling them across the United States boundary near Coutts, or Writing-on-Stone, between the 20th and 28th of February, 1911. Presented 5th May, 1913.—*Mr. MacNutt*.....*Not printed.*

213. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of the Interior, relating to sale of school lands which have been held in the provinces of Alberta and Saskatchewan since the 12th day of October, 1911. Presented 7th May, 1913.—*Mr. McCraney*.....*Not printed.*

213*a*. Return to an Order of the House of the 2nd April, 1913, for a return showing by quarter-section, or fraction of quarter-section, all school lands sold in Manitoba, Saskatchewan and Alberta during the calendar year 1912; the price per acre at which each separate parcel was sold; the name and address of each purchaser; a list of all school lands sold at above sales which have since been cancelled; the price at which each parcel of said cancelled lands were sold, with the names and addresses of purchasers of each parcel of said lands sold and subsequently cancelled. Presented 23rd May, 1913.—*Mr. Turriff*.....*Not printed.*

213*b*. Return to an Order of the House of the 12th February, 1913, for a return showing all school lands sold in the province of Saskatchewan in 1912, giving each parcel of land sold, the name and address of each purchaser, the date and place of sale, the name of the auctioneer at each sale, and any assignments of contracts of purchase of which the government has notice, and a copy of all correspondence passing between the Government, or any member thereof, and the Government of the province of Saskatchewan or any member thereof, with respect to the sale of school lands in the said province. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

214. Return to an Order of the House of the 9th April, 1913, for a copy of all petitions, affidavits, specifications, plans, drawings, claims, certificates, papers and patent rights in the Department of Agriculture or the Patents Branch thereof, with respect to Patent Number 142823. Presented 7th May, 1913.—*Mr. Carvell*.....*Not printed.*

215. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, and letters, addressed to or sent by the Minister of Agriculture, or on his behalf, in connection with the estab'ishment of an agricultural school, model farm or demonstration station at New Carlisle, Quebec. Presented 9th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

216. Return to an Order of the House of the 28th April, 1913, for a copy of all telegrams, correspondence, returns, &c., between the Department of Agriculture, and any other person or persons, requesting recently that the Veterinary Director General of Canada visit Nova Scotia. Presented 9th May, 1913.—*Mr. Maclean (Halifax)*.

Not printed.

217. Extent to which the Franking privilege is used by the several provinces in Canada for statistics.—*(Senate)*.....*Not printed.*

218. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Rathwell and Erratt in the Moosejaw land district. Presented 16th May, 1913.—*Mr. Knowles*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

218*a*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, in the Regina land district. Presented 16th May, 1913.—*Mr. Martin (Regina).....Not printed.*

218*b*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Brandt, Balfour, Ouelette and Sipes during the months of June and July, 1912. Presented 16th May, 1913.—*Mr. Martin (Regina).* *Not printed.*

218*c*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspector Miller of the Moosejaw land district during the months of June and July, 1912, together with a copy of all reports, proceedings, diaries and other documents, showing the work performed during the said time by the said homestead inspector. Presented 16th May, 1913.—*Mr. Knowles.....Not printed.*

218*d*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Shields and McLaren, in the Swift Current lands district. Presented 23rd May, 1913.—*Mr. Knowles.....Not printed.*

218*e*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Shields, McLaren, Erratt and Rathwell, during the months of June and July of 1912. Presented 26th May, 1913.—*Mr. Knowles.* *Not printed.*

219. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, memoranda, and instructions relating to a certain area of land on the bank of Little Manitou Lake, Saskatchewan, recently transferred to the town of Waterous, for park purposes. Presented 16th May, 1913.—*Mr. Oliver.....Not printed.*

220. Return to an Order of the House, of the 4th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Public Works relating to the proposed interprovincial bridge between Hawkesbury, Ontario, and Grenville, Quebec. Presented 26th May, 1913.—*Mr. Proulx.....Not printed.*

221. Return to an Order of the House of the 1st April, 1913, for a copy of all complaints, charges, evidence and reports in connection with the investigation held at Aldershot, N.S., in September, 1912, relating to the alleged thefts of property from the militia camp. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

221*a*. Return to an Order of the House of the 21st April, 1913, for a copy of all notices, tenders, contracts and correspondence relating to the supplying of ice for the military comp at Aldershot, N.S., for 1913, and of all correspondence relating to the source of such ice supply. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

222. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, proposals, tenders, memoranda, papers and documents in the possession of the Department of Trade and Commerce, or any department of the Government, bearing date since 1st December, 1912, relating to steamship service between Canada and the West Indies. Presented 27th May, 1913.—*Mr. Maclean (Halifax).....Not printed.*

222*a*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, petitions, letters, telegrams, and other documents in the Department of Trade and Commerce, or any department of the Government, relating to the SS. service,

CONTENTS OF VOLUME 28.—*Continued.*

between Mulgrave, County of Guysborough and Cheticamp, Inverness County, during the years 1910-11, 1911-12, and 1912-13, and the service to be continued during the year 1913-14. Presented 27th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

223. Return to an Order of the Senate calling upon the Clerk of the House to furnish a statement showing the number of Bills passed by the House of Commons since Confederation, which have been:—1. Amended by the Senate. 2. Rejected by the Senate. 3. Amended by the Senate and accepted by the Commons.—*(Senate)*.....*Not printed.*

224. Return to an Order of the House of the 14th May, 1913, showing whether a contract was passed by the Post Office Department in the year 1911, for the use of stamp vending machines, the terms of said contract, the date, and by whom signed. Presented 2nd June, 1913.—*Mr. Lemieux*.....*Not printed.*

225. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1913. Presented by Hon. Mr. Coderre, 2nd June, 1913.....*Not printed.*

226. Names of judges of Superior and Circuit Court in province of Quebec, date of appointment, &c.—*(Senate)*.....*Not printed.*

227. Return to an Order of the House of the 19th May, 1913, for a return showing the per capita taxation for the year ending 31st March, 1913, and for each of the twelve preceding years. Presented 3rd June, 1913—*Mr. Hughes (Kings, P.E.I.)*....*Not printed.*

228. Return to an Order of the House of the 29th May, 1913, for a return showing whether a certificate has been issued by the Treasury Board authorizing the transfer of the assets and liabilities of La Banque Internationale du Canada to the Home Bank; the terms of the said transfer, and all documents bearing on this question. Presented 3rd June, 1913.—*Mr. Lemieux*.....*Not printed.*

229. Report of the Canadian delegates to the International Conference, held at New York for the consideration of the Commemoration of the First Century of Peace between the United States and the British Empire. Presented by Hon. Mr. Borden, 5th June, 1913.....*Not printed.*

230. Return to an Address to His Royal Highness the Governor General of the 10th March, 1913, for a copy of all correspondence, memoranda, orders in council, departmental orders and reports from fishery overseers or other officers, during the past two years, relating to weir licenses in the waters of the Counties of Charlotte and St. John, Province of New Brunswick. Presented 6th June, 1913.—*Mr. Pugsley*.....*Not printed.*

231. Return to an Order of the House of the 24th February, 1913, for a copy of all letters and papers relating to the issue of half-breed scrip, warrant No. 2155, certificate No. 672, to Albert St. Denis, and the disposition of the said scrip. Presented 6th June, 1913.—*Mr. Oliver*.....*Not printed.*

232. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all papers in connection with the withdrawal from settlement of a strip of land one mile in width along the line of the Hudson Bay Railway, and of the order in council, and also of all plans and correspondence in connection with the same, prior and subsequent thereto. Presented 6th June, 1913.—*Mr. Graham.* *Not printed.*

233. A return to an Order of the Senate dated 7th March, 1913, for a copy of all papers, letters, petitions, contracts and other papers relating in any way to the purchase of land at Le Pas for terminus of Hudson Bay road.—*(Senate)*.....*Not printed.*

EIGHTH ANNUAL REPORT

OF THE

COMMISSIONERS OF THE TRANS-CONTINENTAL RAILWAY

BEING FOR THE

FISCAL YEAR ENDED MARCH 31

1912

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

[No. 37—1913]

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY

Ottawa, June 24, 1912.

Hon. Frank Cochrane, P.C.,
Minister of Railways and Canals,
Ottawa.

Sir,—I have the honour to transmit through you to His Royal Highness the Governor General in Council the Eighth Annual Report of the Commission of the Transcontinental Railway, being for the fiscal year ended March 31, 1912, setting forth the receipts and expenditures in connection with the eastern division of the National Transcontinental railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the reports of the District Engineers, Mechanical Engineer and Bridge Engineer hereto annexed.

The total expenditure during the fiscal year was $21,110,993.90, making the total expenditure from the organization of the Commission in 1904 to March 31, 1912, $116,517,691.51. It should be noted in this connection that no payments have been made by the Commission on account of interest on capital expenditure; nor has the Commission refunded any part of the expenditure made by the Government on the approaches to the Quebec bridge before the taking over of the latter by the Commission as a part of the National Transcontinental railway. Neither of these items, therefore, is included in our statements of expenditure to March 31, 1912.

The total grading done to March 31, 1912, was 1,609·94 miles.

The total miles of track-laying was 1,427·02 miles of main line and 275·51 miles of sidings, making a total of 1,702·53 miles of track laid.

The contracts for steel bridge superstructures total 51,879 tons of steel; completed bridges 35,937 tons; bridges to be completed 15,942 tons.

During the fiscal year, contracts, after having been duly advertised and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer complying with the requirements of the Commission as follows:—

STATION AND OTHER BUILDINGS.

Lyons & White, Edmundston, N.B.—Construction of station and other buildings between Plaster Rock, N.B., and the Quebec boundary, as follows:—

1	standard station building, design 'D', at.	$17,900 00		
3	" " 26 ft. x 60 ft., at. . . .	3,290 00	each	
8	" " design 'A', with bunk room, at.	2,590 00	"	
11	" tool houses No. 1, at.	175 00	"	
11	" station privies at.	120 00	"	
8	" coal boxes at.	75 00	"	
1	" freight house at.	2,990 00		
1	" ice house at.	2,099 00		
1	" storehouse at.	6,290 00		

with schedule of prices for foundations.

Joseph Gosselin, Levis, Que.—Construction of station and other buildings at St. Foye and Fitzpatrick, as follows:—

1	standard station building, design 'D', at St. Foye, at	$17,580 00
1	" " design 'D', at Fitzpatrick at.	17,980 00
1	" freight house, at St. Foye, at..	2,450 00
1	" " at Fitzpatrick, at..	2,450 00
1	" store house, at St. Foye, at..	6,995 00
1	" " at Fitzpatrick, at..	7,295 00

with schedule of prices for foundations.

O'Neil & Hansen Construction Company, North Bay, Ont.—Construction of double cottage building at Cochrane, Ont., at $5,840.00 with schedule of prices for additions and deductions.

John King, Fort William, Ont.—From division yard at Graham, Ont., easterly for a distance of 60 miles:—

4	standard station buildings, design 'A', with bunk room, at..	$3,389 00 each.
2	standard station buildings, design 'A', with frt. room, at..	3,389 00 "
5	tool houses, No. 1, at..	166 25 "
1	tool house, No. 2, at..	265 00 "
6	standard station privies..	265 00 "

with schedule of prices for foundations.

Cloutier & Gaudreau, l'Islet, Que.—Between mileage 161·5 and 194 east of the Quebec Bridge:—

4	standard station buildings, design 'A', with bunk room, at..	$2,650 00 each
4	standard tool houses, No. 1, at..	150 00 "
4	" station privies, at..	100 00 "
4	" coal boxes, at..	75 00 "

with schedule of prices for foundations.

John J. Vopni, Winnipeg, Man:—

1	standard station building, design 'D', at Transcona, at..	$21,796 80
1	" " design 'D', Redditt, at.. ..	22,112 00

with schedule of prices for additions and deductions.

Joseph Gosselin, Levis, Que.—Terminal railway station, city of Quebec, for lump sum of $745,015.00 with schedule of prices for additions and deductions.

Murray, Chapman & Lea, Moncton, N.B.—From Moncton westerly to Beaver Brook, mile 159:—

15	standard station buildings, design 'A', and bunk room, at..	$ 2,870 60 each
17	standard station privies, at..	140 18 "
16	standard coal boxes, at..	87 00 "
19	" tool houses, No. 1, at..	152 00 "
2	" station buildings, 26 ft. x 60 ft. at.. ..	3,530 00 "
2	" section houses, at..	2,405 50 "
1	" section privy, at..	135 00
1	" station house, design 'D', at..	15,663 00
1	" ice house, at..	2,198 00
1	" freight house, at..	2,764 00

John King, Fort William, Ont.—1 trainmen's house at Cochrane, Ont., for lump sum of $11,290.00, with schedule of prices for additions and deductions.

Leboeuf & Tessier, St. Casimir, Que.—

1	standard station building, design 'A', with freight room	$2,720 00	
1	" station privy, at	75 00	
1	" coal box, at	30 00	

with schedule of prices for foundations.

Demers, Poudrier & Tanguay, Black Lake, Que.—From mile 5 to mile 105, east of the Quebec Bridge, as follows:—

1	standard station building design 'D', at	$14,495 00	
2	" " 26 ft. x 60 ft., at	2,974 00	each
5	" " design 'A', with bunk room, at	1,994 00	"
4	standard station buildings, design 'A', with freight room, at	1,975 00	"
11	standard tool houses, No. 1, at	100 00	"
12	" coal boxes, at	80 00	"
11	" station privies, at	95 00	"
1	" store house, at	6,495 00	
1	" freight house, at	1,475 00	
1	" ice house, at	1,550 00	

with schedule of prices for foundations.

Souter & Carr, North Bay, Ont.:—

1	standard section house, at	$2,075 00	
1	" section privy, at	150 00	

with schedule of prices for excavation and foundations.

Guerard, Gignac & Marier, Quebec, Que.—From Quebec bridge site westerly to mile 194, as follows:—

4	standard station buildings, 26 ft., at	$3,500 79	each
16	" " design 'A', and bunk room, at	3,211 36	"
3	standard station buildings, design 'A', and freight room, at	3,024 86	"
27	standard tool houses, No. 1, at	195 40	"
23	" station privies, at	284 50	"
25	" coal boxes, at	103 18	"
1	" ice house, at	3,618 00	
1	" ice house, at	3,718 00	

with schedule of prices for foundations.

John King, Fort William, Ont.—Construction of standard station and other buildings, Section No. 10, Cochrane to Currie; Section No. 11, Fraser to Grant, District 'D'; Section No. 12, Superior to Dugald, District 'F', east and west:—

Section No. 10—

1	station building, 26 ft. x 60 ft, at	$6,000 00	
12	standard station buildings, design 'A', and bunk room, at	3,299 00	each
2	standard section houses, at	2,525 00	"
14	" tool houses, No. 1, at	167 00	"
12	" coal boxes, at	125 00	"
13	" station privies, at	145 00	"
2	" section privies, at	135 00	"

Section No. 11—

1	standard station building, design 'D', at	$24,775 00	
2	" " design 'A', and bunk room, at	3,299 00	each
2	standard section houses, at	2,525 00	"
4	" tool houses, No. 1, at	167 00	"
2	" coal boxes, at	125 00	"
2	" station privies, at	145 00	"
2	" section house privies, at	135 00	"
1	" freight house, at	3,098 50	
1	" store house, at	7,200 00	
1	" ice house, at	2,995 00	
1	" bunk house, at	11,300 00	

Section No. 12—

5	standard station buildings, design 'A', with bunk room, at	$3,299 00	each
5	standard station privies, at	145 00	"
5	" coal boxes, at	125 00	"
16	" tool houses, No. 1, at	225 00	"

with schedule of prices for additions and deductions.

Lyons & White, Edmundson, N.B.—1 trainmen's house at Edmundston, N.B., $12,990.00 with schedule of prices for additions and deductions.

Guerard, Gignac & Marier, Quebec, Que.—3 trainmen's houses:—

1 at Laurier, at	$8,220 00
1 at St. Foye, at	7,550 00
1 at Fitzpatrick, at	7,875 00

with schedule of prices for additions and deductions.

John King, Fort William, Ont.—3 trainmen's houses: 1 each at Graham, Redditt and Transcona, at $11,290 each, with schedule of prices for additions and deductions.

CAR SHOPS.

Haney, Quinlan & Robertson, Montreal, Que.—Construction of car shops and buildings in connection therewith at Transcona, for lump sum of $769,000, with schedule of prices for additions and deductions.

COALING STATIONS.

The J. McDiarmid Company, Ltd., Winnipeg, Man.—Construction of 3 coaling stations, design 'A', at Transcona, Redditt and Graham, —capacity 1,000 tons each— for the lump sum prices as follows:—

At Transcona	$26,314 00
At Redditt	27,000 00
At Graham	27,000 00

with schedule of prices for additions and deductions.

STEEL RAILS.

The Dominion Iron and Steel Company, Ltd., Sydney, N.S.—2,000 gross tons of 80-lb. steel rails for delivery at Moncton, N.B., at $34.75 per gross ton, f.o.b. cars Moncton, N.B.; 3,771 gross tons of 80-lb. steel rails for delivery f.o.b. cars Hervey Junction, Que., at $35.75 per gross ton.

The Algoma Steel Company, Ltd., Sault Ste. Marie, Ont.—6,925 gross tons of 80-lb. steel rails, delivered f.o.b. cars Cochrane, Ont., at $36.45 per gross ton; 3,372 gross tons of 80-lb. steel rails, delivered f.o.b. cars Hervey Junction, Que., at $35.75 per gross ton.

STEEL SPLICE BARS.

The Algoma Steel Company, Sault Ste. Marie, Ont.—387 gross tons of steel splice bars, delivered f.o.b. care Cochrane, Ont., at $47.04 per gross ton.

The Nova Scotia Steel and Coal Company, Ltd., New Glasgow, N.S.—387 gross tons of steel splice bars, delivered f.o.b. cars Hervey Junction, Que., at $45.92 per gross ton.

The Steel Company of Canada, Ltd., Hamilton, Ont.—129 gross tons of steel splice bars, delivered f.o.b. cars Cochrane, Ont., at $46·592 per gross ton.

TRACK BOLTS AND NUTS.

Canadian Tube and Iron Company, Ltd., Montreal, Que.—50 tons net of track bolts and nuts, delivered f.o.b. cars Cochrane, Ont., at $3.30 per hundred pounds; 55 net tons, delivered f.o.b. cars Hervey Junction, Que., at $3·075 per hundred pounds.

TIE PLATES.

Sellers Anchor Bottom Tie Plate Company, of Canada, Limited.—42,650 tie plates, delivered f.o.b. cars Hervey Junction, Que., at $2.10 per hundred pounds; 22,000 tie plates, delivered f.o.b. cars Cochrane, Ont., at $2.06 per hundred pounds.

STEEL TRACK SPIKES.

The Peck Rolling Mills, Limited, Montreal, Que.—235 net tons track spikes, delivered f.o.b. cars Hervey Junction, Que., at $2.16 per hundred pounds.

The Steel Company of Canada, Limited, Hamilton, Ont.—200 net tons track spikes, delivered f.o.b. cars Cochrane, Ont., at $2.45 per hundred pounds.

NUT LOCKS.

Alexander MacPherson & Son, Montreal, Que.—79,560 'Verona' nut locks, delivered f.o.b. cars Hervey Junction, Que., at $7.60 per one thousand; 76,000 'Verona' nut locks, delivered f.o.b. cars Cochrane, Ont., at $7,98 per one thousand.

RAILWAY TIES.

One hundred thousand railway ties delivered free of all charges at Melachi Station as directed by the Chief Engineer. At least 60 per cent No. 1 and not more than 40 per cent No. 2. Price, 45 cents for first class and 40 cents for second class.

The above ties were purchased without tender on the advice of the Chief Engineer who reported that the price quoted was, in his opinion, cheaper than could be obtained by inviting tenders, and that it was questionable whether railway ties could be obtained at the time from any other person than Mr. J. D. McArthur, as he was the only one whom he knew of who had cut any ties during the past winter tributary to the National Transcontinental railway line.

HORIZONTAL RETURN TUBULAR BOILERS AND SMOKE STACKS.

The Canada Foundry Company, Ltd., Toronto, Ont.—For the manufacture, delivery and installation in the engine houses at Napadogan, N.B., Edmundston, N.B., and

Cochrane, Ont., 2 150-h.p. 72 in. x 18 ft. horizontal return tubular boilers and smoke stacks at Napadogan and Edmundston, and 3 at Cochrane. Price at Napadogan: $4,325; Edmundston, $4,325; and Cochrane, $6,455.

COAL-AND-ASH HANDLING PLANT.

The Jeffrey Manufacturing Company.—For the installation and erection of a coal-and-ash handling plant in the locomotive shops at Winnipeg for the price of $27,075.

CONSTRUCTION FROM THE QUEBEC BRIDGE TO CHAMPLAIN MARKET.

A contract between the Quebec Bridge and Railway Company, and M. P. Davis, dated July 27, 1903, for the construction of the lines of railway to connect the Quebec Bridge with the city of Quebec and certain other railways, was transferred to the Commission by Order in Council dated February 16, 1909. The said Order in Council was modified by an Order in Council dated June 23, 1910, which confined the transfer to the line of railway from the northern approach to the Quebec bridge to the Champlain market, as constituting part of the National Transcontinental railway, under authority of and in pursuance of which a contract was entered into with M. P. and J. T. Davis (the contractors for the construction of the 50 miles of railway from the northern abutment of the Quebec bridge westerly) for the construction of the said line of railway from the northern approach to the Quebec bridge to the Champlain market, in the city of Quebec, a distance of about 6·38 miles; and for the construction of a terminal revetment wall with timber crib substructure and concrete superstructure. This contract, dated April 5, 1911, cancels and supersedes the contract between the Quebec Bridge and Railway Company and M. P. Davis dated July 27, 1903, transferred to the Commission by Order in Council dated February 16, 1909, and as modified by Order in Council dated June 23, 1910. The prices fixed by the contract were the same as provided for in the general contract for the 50 miles of Transcontinental railway main line adjoining the Quebec bridge to the north, in so far as they applied. For items not covered in above-mentioned general contract, the prices were arranged by agreement between the contractors and the Chief Engineer of the Commission and the Assistant Chief Engineer of the Grand Trunk Pacific Railway Company, and were approved by the Grand Trunk Pacific Railway Company, as were also the plans and specifications. M. P. Davis releases and discharges the Government and the Commission from all claims in respect of the said contract dated July 27, 1903, in so far as it relates to the said line of railway from the northern approach to the Quebec bridge to the Champlain market.

The whole respectfully submitted.

R. W. LEONARD,

Commissioner.

CHIEF ENGINEER'S REPORT.

OTTAWA, ONT., June 14, 1912.

The Commissioners of the Transcontinental Railway,
Ottawa.

SIRS,—I beg to submit the following report on progress of work from March 31, 1911, to March 31, 1912.

District 'A.'—Contract 1 was to be completed September 1, 1908; contract 2 on August 1, 1908; contract 3 on September 1, 1910; contract 4 on September 1, 1910; contract 5 on September 1, 1910, and contract 6 on September 1, 1908.

The work on general contracts on this district, viz.: 1 to 6 inclusive, is practically completed. All that remains to be done is some ballasting and track laying in the divisional yards at Moncton and Edmundston and some ballasting and trimming upon contract No. 6. The work of erecting engine houses, stations and other buildings, contracts for which have been let over the whole district, is proceeding.

The average number of men employed during the year was 364 and horses 15.

The total length of the main line on this district is 256·61 miles on which track has been laid.

District 'B.'—On contracts 7, 8 and 9 which were to be completed on September 1, 1910, September 1, 1909 and September 1, 1907, respectively, work is still in progress.

Contract 10, which was to be completed on September 1, 1907, is complete and has been for some time, except the round house at La Tuque.

Contract 11, which was to be completed on September 1, 1908, has also practically been completed for some time.

Contract 12, which was to be completed on December 31, 1910, is now nearing completion.

Contract 13, which was to be completed on December 1, 1910, was only opened up a short time ago, but work on this contract is now being rushed.

The average number of men employed during the year was 2,630, and horses 227.

The total length of main track in this district is 578·19 miles, of which 457·27 miles have been laid, in addition to 48·39 miles of sidings.

Total grading done to date 470·68 miles. Contracts for the erection of station and other buildings have been let over a large portion of the district, and good progress is being made with this work.

District 'C.'—Contract 13, which was to have been finished on December 31, 1910, has only been opened up, but satisfactory progress is now being made.

Contract 14, which was to have been finished on September 1, 1909; track laying is now completed, all but one-quarter mile at the east end, and the general work of train-filling and ballasting was satisfactory for the last season's work.

The average number of men employed during the year was 577, and horses 28.

The total mileage across this district is 121·94 miles. Track has been laid on 79·52 miles of main line and 11·88 miles of sidings.

Grading has been done for 81·60 miles.

District 'D.'—Contract 14, which was to have been completed on September 1, 1909; track all laid over that portion of the above contract included in this district, and the work of train-filling, ballasting, &c., was, for the past season, satisfactory.

Contract 15, which was to have been completed on September 1, 1910; track has been laid over the whole of this contract, and the amount of train-filling and ballasting for the past season was satisfactory.

Contract 16, which was to have been completed on December 31, 1910; track has been laid for 90 miles, leaving 10 miles still to lay. Satisfactory arrangements are being made by the contractors for the season's train-filling and ballasting operations this coming summer.

The average number of men employed during the year was 1,613, and horses 48.

The total length of the main line across this district is 276·11 miles, on which track has been laid for 266·43 miles in addition to 52·93 miles of sidings.

The total grading done to date 271·45 miles.

Contracts for station and other buildings have been let from Cochrane to Mile 130 west, and very fair progress has been made with this work.

District 'E.'—Contract No. 17, which was to have been finished on December 31, 1910.

Work was started in March, 1911. No track has reached this contract as yet, but satisfactory progress has been made on the grading since work was started.

Contract No. 18, which was to have been completed on September 1, 1910.

All the grading on this contract is practically completed, except train-filling, and this will not be completed until the season of 1913.

Contract 19. About 20 miles of this contract is on District 'E.' It was to have been completed on September 1, 1910. The grading is now 75 per cent completed, and the present progress is such that there will be no delay to track-laying operations.

The average number of men employed during the year was 699, and horses 33.

The main line mileage across this district is 195·19 miles.

Grading done to date 158·10 miles.

Track laying has just commenced.

District 'F.'—Contract 19, was to have been completed on September 1, 1910. It is at this date 84 per cent completed. The train-filling and ballasting will not be completed until the end of the season of 1913.

Contract 20, which was to have been completed on September 1, 1909, is now, practically speaking, completed.

Contract 20*a*, which was formally part of the G. T. P. Fort William branch, is now practically completed.

Contract 21, which was to have been completed on September 1, 1907, is now practically completed to the Transcona yard, near Winnipeg.

The Grand Trunk Pacific Company is operating a regular train service over that portion of the line between Winnipeg and Lake Superior Junction.

The average number of men employed on this district was 1,444, and horses 110.

The total mileage across this district is 376·69 miles. Track has been laid for 367·54 miles in the main line and 111·77 miles in sidings.

Contracts for station and other buildings have been let over nearly the whole district and good progress is being made with this work.

The total mileage from Moncton to the west side of Water street, Winnipeg, is 1,804·73 miles.

Total grading done to date 1,609·94 miles.

Total tracklaying to date, 1,427·02 miles of main line, and 275·51 miles of sidings; total 1,702·53 miles.

Contracts have been let to date for the steel bridges described in the table attached, and progress on same is indicated therein.

Total contracts for steel bridge superstructures, 51,879 tons; completed bridges, 35,937 tons; bridges to be completed, 15,942 tons.

The locomotive shop buildings at Transcona have been completed and the installation of machinery is proceeding rapidly.

The 2,000,000 gallon reservoir at the same point is now completed, and also the pipe line, pump house at Red River, the water distribution service and several other contracts in connection with the Transcona yard and shop plant.

The contract for the car shop buildings at Transcona has been let and satisfactory progress is being made thereon.

This contract was to have been completed on June 30, 1912.

I attach hereto reports from the various district engineers, and from the Mechanical Engineer giving further details of the work.

Yours respectfully,

GORDON GRANT,

Chief Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'A.

GORDON GRANT, Esq.,
Chief Engineer, National Transcontinental Railway,
Ottawa.

DEAR SIR,—I beg to submit report asked for in your circular of the 20th instant, covering the fiscal year ended March 31, 1912.

The only work going on outside during the winter has been in connection with station buildings, engine houses, &c., but the preparation of final estimates, checking cross-sections, &c., has been proceeded with all winter by such of the staff as still remain in the district.

Contract No. 1. Mile 0-50, G. T. P. Ry. Company, Contractors.—The work contemplated originally has been completed, but the Grand Trunk Pacific Railway Company having insisted on a divisional yard at Moncton this work was started as soon as the Commissioners had granted their request, and the grading was nearly done before the end of 1911. The track-laying, ballasting and erection of necessary buildings will begin as soon as the season admits. Track laid on this contract as follows:—

	Miles.	Miles.
Main Line	.....	49·986
Sidings—		
Mile 6·5	0·662	
" 14·5	0·667	
" 23·0	0·660	
" 33·5	0·663	
" 40·0	0·663	
" 49·5	0·663	
	———	3·978
Connection with I.R.C. at Mile 11		0·765(removed)
Salisbury ballast pit line and connections		7·003
		———
		61·732

Contract No. 2. J. W. McManus Company, Ltd., contractor. Mile 50-58.—This contract was 98 per cent done at March 31, 1911. It was finished during the summer. Track laid on this contract as follows:—

	Miles.	Miles.
Main Line	....	8·000
Sidings—		
Mile 56·5	0·663	....
" 56·5	0·114	0·777
Connection with N. B. C. and Ry. at Chipman, Mile, 56·5	....	1·249
Total		10·026

Contract No. 3. Mile 58-97, G.T.P. Ry. Company, contractors.—Was finished in 1910. Track laid on this contract as follows:—

		Miles.	
Main Line	....	39·310	
Sidings—			
Mile 66·5	0·663		
" 73·5	0·663		
" 80·5	0·663		
" 88·5	0·663		
" 97·0	0·628		
		3·280	
Spur to ballast pit, mile 79		1·052	(removed)
Connection with N. B. C. & Ry. mile 58·5		0·895	"
Connection with I. R. C. at mile 97		1·284	"
		.....	
Total		45·821	

Contract No. 4. Mile 97-164, G. T. P. Ry. Co., contractors.—Was also completed in 1910, excepting engine house and machine shop at Napadogan. However, the G. T. P. Ry. Company sublet these buildings to Messrs. Powers and Brewer, who began the work in August, 1911, and at the end of the fiscal year had completed 63 per cent.

Steel bridges were erected during the year as follows:—

S.W. Miramichi—175 feet, through truss by Dominion Bridge Company.

North Branch Miramichi, 125 feet, through truss by Dominion Bridge Company.

Juniper brook—45 feet, through girder by W. P. McNeill Co.

Odell river—45 feet, through girder by W. P. McNeil Co.

Track laid on contract No. 4 as follows:—

	Miles.	Miles.
Main Line	....	66·296
Sidings—		
Mile 108·5	0·683	
" 125·0	0·663	
" 133·5	0·663	
" 146·0	0·663	
" 153·0	0·204	
" 159·0	0·664	
" 159·0	0·528	
" 163·0	0·184	
		4·252
Napadogan division yard, mile 118		11·290
Connection with C. P. R., mile 163		1·171
Total		83·009

Contract No. 5. Mile 164-195, Willard Kitchen Company, contractors.—This contract was completed in 1911, work having advanced from 90 per cent done at March 31, 1911.

A concrete abutment is to be built at east end of Salmon river viaduct as soon as the embankment is considered to be finally settled to place.

The bridges at Caton brook, Graham brook and at the highway crossings at Foley brook and Falls Brook roads, were erected by the Dominion Bridge Company.

Track laid on this contract as follows:—

		Miles.
Main Line		31·809
Sidings—		
Mile 165·5	0·660	
" 165·5	0·238	
" 177	0·663	
" 179	0·189	
" 182	0·227	
" 186	0·663	
" 193·5	0·663	
" 193·5	0·190	
		3·493
Spur to C.P.R.	(to be removed)	1·045
Total		36·347

Contract No. 6. Mile 195-256, Lyons & White, contractors.—This contract which includes the engine houses and machine shop at Edmundston, is now 92½ per cent done. The grading at Edmundston yard was completed last autumn. There remains to be done, tracklaying and ballasting in Edmundston yard and some bank widening on the western end of the contract. The engine house and machine shop are 39½ per cent finished.

Ballast has been put on whole contract, but there is only a small portion in a finished state. The contract should be in finished condition by September 1, 1912.

The Wm. P. McNeil Company completed erection of Four Mile Brook viaduct, and the only steel structure not placed on the whole district is the highway crossing at Baker Lake for which the Dominion Bridge Company have the contract, and I understand it will be erected early this spring. Track laid on this contract as follows:—

	Miles.	Miles.
Main Line	.....	60·850
Sidings—		
Mile 200	0·666	
" 200	0·118	
" 205	0·184	
" 205	0·663	
" 209·5	0·164	
" 214·0	0·663	
" 214·0	0·133	
" 220·5	0·664	
" 220·5	0·118	
" 225·0	0·227	
" 238·0	0·645	
" 239·5 (St. Hilaire Ballast pit branch)	0·616	
" 243·5	0·571	
" 246	0·133	
" 251	0·649	
" 251	0·133	
	———	6·347
C.P.R. diversion at Theriault		2·496
Total		69·693

STATIONS.

Contract No. 64.—Messrs. Lyons & White, contractors, embraces 12 stations between Plaster Rock and Baker Lake. On eight of these work has reached various stages of completion, viz.: Grand Falls, Bellefleur, St. Leonards, Green River, Edmundston, St. Hilaire, Baker Brook and Baker Lake. The last three are almost complete. No work has been done on those at Plaster Rock, Blue Bell, Drummond and Quisibis. The store-house and freight shed at Edmundston are partially completed.

Trainmen's house at Edmundston.—Was let to Messrs. Lyons & White. No work has been done.

Contract No. 66.—Let to Messrs. Murray, Chapman & Lea, includes 18 stations from Moncton to Wapske. They have done some work at mile 88 (North Cains) and at McGivneys the station is nearly completed.

No contracts have as yet been awarded for the following:—

At Moncton:—
- Store-house.
- Station or office.
- Bunk-house.
- Ice-house.
- Coal and sand plant.
- Cinder hoist.

At Napadogan:—
- Store-house.
- Cinder hoist.
- Coal and sand plant.

At Edmundston:—
- Cinder hoist.
- Coal and sand plant.

Contractors have been notified that all work must be completed by September 1, next.

RIGHT OF WAY.

The Exchequer Court held two sittings in Edmundston on Madawaska county right of way claims, and judgment was given on ten cases.

POLICE AND FIRE PROTECTION.

Only a small force was engaged last season owing to the advanced state of the work, and upon the cessation of work in the Autumn all this staff was dropped from the pay roll.

CASUALTIES ON ENGINEERING STAFF.

An epidemic of typhoid fever was experienced last fall at Edmundston, and practically every member of the staff there contracted it. I am happy to say that there were no deaths although some, and especially the Division Engineer, were a long time recovering from the fever's effect.

Axeman Walter Johnson of Residency 20 was painfully injured by the derailing of a gasoline motor car on which he was travelling. He was cut and bruised about the face and head and had to be taken to the Grand Falls hospital.

CASUALTIES ON CONSTRUCTION.

Date.	Contract No.	Killed.	Cause.
1911.			
Aug. 30	5	Raipe Penshoff	Crushed by engine.
Oct. 7	6	A. L. Nichols	Do. do.

NATURAL RESOURCES OF THE DISTRICT.

The chief resources of the territory tributary to the railway are timber, pulpwood and coal, and in the settled districts, farm products. Undoubedly a decided impetus will be given to the manufacture of hardwood lumber and the production of coal will also be stimulated.

Taking the country in sections a brief description would be as follows:—

Moncton to Chipman.—Near Moncton natural gas has been found and a company is now in business to supply same to city of Moncton. There are also extensive beds of oil shale in Albert county. Comparatively little merchantable timber tributary to railway. Coal fields in operation about Minto, fifteen miles from Chipman on New Brunswick Coal and Railway line. County settled near Moncton and Chipman, unsettled part generally unfit for cultivation.

Chipman to McGivneys.—Settled for about ten miles from Chipman, balance woodland. Some timber near Cains river, elsewhere pulpwood only. Soil poor.

McGivneys to Plaster Rock.—All unsettled. From McGivneys to Napadogan fairly well timbered. Some splendid ridges of large birch and maple. Land when cleared should be good for agriculture. From Napadogan, mile 118 to mile 136, soil is poor, generally barren, having been fire swept. Mile 136 to Plaster Rock generally well tim-

bered with hard and soft woods. Immense supply of pulpwood near Plaster rock. Generally, good rich soil, particularly on Tobique River slope. Water powers can be developed on Tobique and Miramichi rivers.

Plaster Rock to Grand Falls.—For the most part settled and is good land. A new tract of 50,000 acres has been opened for settlement within the last few years. This is in the section to be served by our station Blue Bell. A splendid water power remains undeveloped at Grand Falls.

Grand Falls to Quebec Boundary.—Is all settled and is fine agricultural land. The tributary streams are fairly well wooded. A good water power may be developed on the Madawaska at Edmundston.

All of which is respectfully submitted.

C. O. FOSS,
District Engineer.

St. John, N.B., April 25, 1912

REPORT OF DISTRICT ENGINEER, DISTRICT 'B.'

Quebec, April 25, 1912.

Gordon Grant, Esq.,
Chief Engineer, Ottawa.

Dear Sir,—I beg to transmit herewith, in compliance with your circular letter of April 20, a report of the work done in District 'B' for the fiscal year ending March 31, 1912.

Contract 7, Mile 150-203, Q. B. Easterly.

Contractors.—M. P. & J. T. Davis.

Grading.—On this contract the grading is all completed with the exception of steam shovel work.

CONCRETE SUBSTRUCTURES.

The concrete substructures for all the bridges, as well as the arch culverts, are completed.

SUPERSTRUCTURES.

The Dominion Bridge Company have erected the following superstructures during the fiscal year:—

Mile 182·9.—Blue river.
" 177·2.—Nigger brook.
" 173·2.—St. Francis river.
" 167·1.—Boucanne river viaduct.

TRACK LAYING.

The tracklaying on the main line is completed, 25·9 miles having been laid during

BALLASTING.

Twenty-one miles of ballasting have been done since April 1, 1911.

TELEGRAPH LINE.

The telegraph line has been neglected, but the whole will be completed during the coming year.

BUILDINGS.

No buildings were put up on this contract, the only work done to date being the excavation work for the station at Pelletier, Mile 161·5. Contracts should be let for the remaining stations as early as possible this season.

WATER SERVICE.

No tanks have been erected on this contract.

CASUALTIES.

George Bedard, a French Canadian, was killed by falling off a trestle, and Clifford Harnish, an Englishman, foreman, died from injuries received in a collision.

PERCENTAGE OF WORK DONE TO DATE.

The following are the percentages of the several items on this contract:—

	Per cent.
Grading	81
Tracklaying	90
Ballasting	46
Trestles-culverts	85
Permanent bridges (substructures)	88
Water service	..
Telegraph line	2

Contract 8, Mile 150 to 0 Quebec Bridge.

Contractors, M. P. and J. T. Davis.

GRADING.

The grading is completed on this contract, but there are still some very heavy fills to make up by steam-shovel work.

CONCRETE SUBSTRUCTURES.

The substructures of the following bridges, consisting of two small abutments each, will be completed when the track reaches each location.

Mile 143·6, Manie river.
" 147·5, Little Black river.
" 99·3, Lake Therien.

All the other substructures and arch culverts were built previous to 1911.

SUPERSTRUCTURES.

No steel superstructures were erected during 1911.

TRACK LAYING.

45·44 miles of track-laying have been returned in our estimates for this contract during the year. 115 miles out of the 150 miles comprising this contract have been

laid to date, but have not been all returned as the laying was not done to our satisfaction.

BALLASTING.

No ballasting has been returned on contract 8 for the year. Some six miles were returned, but were deducted later as it was not satisfactory.

TELEGRAPH LINE.

The stringing of the telegraph line has proceeded but slowly, but the contractors assure me that it will be completed during the present year.

BUILDINGS.

The following work has been done on the stations on this contract:—

Mile 74	Notre Dame du Rosaire	35 per cent completed.
" 68	Mercier	90 "
" 37·8	St. Malachie	Excavation done.
" 32·2	Ste. Claire	5 per cent completed.
" 25·5	St. Anselme	60 "
" 19·2	St. Isidore	70 "
" 13·5	Begin	60 "

Contracts for the remaining stations will have to be let during the year.

WATER SERVICE.

No tanks have been erected on this contract.

CASUALTIES.

No casualties have occurred on contract 8 during the fiscal year.

PERCENTAGES OF WORK DONE TO DATE.

The percentages of work done on this contract are as follows:—

Grading	85 per cent.
Tracklaying	75 "
Ballasting	25 "
Trestles-culverts	92 "
Permanent bridges (substructures)	80 "
Water service	2 "
Telegraph line	43 "

Contract 9, Miles 0 to 50, Q. B. Westerly.

Contractors M. P. & J. T. Davis.

GRADING.

The grading is all completed on this contract.

CONCRETE SUBSTRUCTURES.

The substructures for bridges and all concrete arches are completed.

SUPERSTRUCTURES.

All the superstructures are erected.

TRACK-LAYING.

The track-laying on this contract was completed previous to 1911.

BALLASTING.

Twenty-six miles of ballasting have been done during the year. Some lining required to complete will be done during the present season.

TELEGRAPH LINE.

This is now completed.

BUILDINGS.

The following progress has been made on buildings during 1911-12.

Mile 1, Quebec yard freight house.. .. .. .. 90 per cent completed
" station... .. .. 75 "
" ice-house.. .. .. 90 "
" trainmen's house.. .. ..Foundations only.
" engine house.. .. .. .. 20 per cent completed.
Mile 9. St. Augustin.. .. .. 90 "
" 15. Neuville.. .. .. 90 "
" 19.7, Delisle.. .. .. 85 "
" 28. St. Basile.. .. .. 85 "
" 41. Portneuf.. .. .. 75 "
" 45. St. Casimir.. .. .. 90 "

WATER SERVICE.

No tanks have been erected on this contract so far, but will be built during the coming year.

CASUALTIES.

Joseph Couturier, a French Canadian, was killed by a stone falling on him whilst at work at Cap Rouge yard.

PERCENTAGES OF WORK DONE TO DATE.

The percentages of work done on this contract are as follows:—

	Per cent.
Grading..	90
Tracklaying..	90
Ballasting..	50
Trestles-culverts..	91
Permanent bridges (substructures)	98
Water service..	..
Telegraph line..	95

CONTRACT 10.—MILE 50–150, Q. B. WESTERLY.

Contractors.—Macdonell & O'Brien.

GRADING.

The grading is all completed.

CONCRETE SUBSTRUCTURES.

Are all completed with the exception of the west abutment of the Batiscan River bridge, mile 65, which will be finished by the middle of May. The arch culverts were all erected prior to 1911.

SUPERSTRUCTURES.

The steel superstructures are all in position, except one girder span at the west end of the Batiscan River bridge, mile 65. This will be placed by the Middle of May.

TRACKLAYING.

The tracklaying in the main line was completed previous to this report. There are still some sidings and our yard at Fitzpatrick, mile 127, to complete.

BALLASTING.

No ballasting has been done during the year. The contractors will do some widening of embankments and general trimming up this season.

TELEGRAPH LINE.

Is all completed.

BUILDINGS.

Mile 55, Bureau, was erected, but burnt down during the winter; it will be rebuilt this spring. Our Fitzpatrick section house mile 127, is completed.

WATER SERVICE.

The tanks were all built previous to the year covered by this report.

CASUALTIES.

No casualties took place during the year on this contract.

PERCENTAGES OF WORK DONE TO DATE.

The percentages of work done to date are as follows:—

	Per cent.
Grading	97
Tracklaying	95
Ballasting	70
Trestles-culverts	99
Permanent bridges (substructures)	99
Water service	60
Telegraph line	95

CONTRACT NO. 11, MILES 150–196·4, Q. B. WEST.

Contractors,—G. T. P. Ry. Co.

(Sub-contractors, Macdonnell & O'Brien.)

GRADING.

The grading was completed previous to the report for 1910-1911.

CONCRETE SUBSTRUCTURES.

All substructures are completed.

SUPERSTRUCTURES.

The superstructures also are all in position.

TRACKLAYING.

The rails are laid over the whole contract, though it has not all been returned in the estimates as yet.

BALLASTING.

Eleven and one half miles of ballasting were done during the year.

TELEGRAPH LINE.

Is all completed on this contract.

BUILDINGS.

The only building erected is that at mile 155, Mathieu section house, which is completed.

WATER SERVICE.

The tanks are all erected.

CASUALTIES.

No casualties occurred during the year.

PERCENTAGE OF WORK DONE TO DATE.

The following are the percentages of work done to date:—

Grading	99 per cent.
Tracklaying	95 "
Ballasting	95 "
Trestles-Culverts	95 "
Permanent bridges (substructures)	95 "
Water service	95 "
Telegraph line	95 "

CONTRACT 12, MILE 196·4-303·4 Q.B. WEST.

Contractors: Macdonell & O'Brien.

GRADING.

The grading on this contract is completed with the exception of fifteen miles out of the one hundred and seven miles, and of some fills which are to be completed with train hauled material.

CONCRETE SUBSTRUCTURES.

The following substructures were built during the year:—

Mile 221.....2nd Crossing Ribbon River.
" 223.....Picqui Creek.
" 223·2.....Minachin Creek.
" 226·3.....Lake Travers Crossing.
" 228.....3rd Crossing Ribbon River.
" 235.....Boucher Creek.
" 245·7.....East Branch Gatineau River.
" 250.....Marten River Viaduct.

From this point westerly the concrete substructures of the remaining bridges are now under construction.

SUPERSTRUCTURES.

The following superstructures were erected during the year.

Mile 221.....2nd crossing Ribbon River.
" 223·2.....Minachin Creek.
" 245·7.....East Branch Gatineau River.
" 250.....Marten River Viaduct.

TRACKLAYING.

Ninety-two miles out of the one hundred and seven miles of this contract have been laid. During the year 62·6 miles of tracklaying were built.

BALLASTING.

Thirty-three and one-third miles were ballasted during the year.

TELEGRAPH LINE.

The telegraph line has been kept up with the tracklaying, and will no doubt be completed during the year.

BUILDINGS.

The only building under way so far is that of the engine house at Parent, mile 245, which is 35 per cent completed.

WATER SERVICE.

Tanks have been erected at mile 211 and mile 230 on this contract.

CASUALTIES.

The casualties are as follows: Felix Santel, French Canadian, killed by falling off train; Edward Morris, English Canadian, drowned; John Joyce, English Canadian, struck by rock.

PERCENTAGES OF WORK DONE TO DATE.

The percentages of work done to date are as follows:—

Grading	74	per cent.
Tracklaying	75	"
Ballasting	35	"
Trestles-Culverts	48	"
Permanent bridges (substructures)	70	"
Water service	23	"
Telegraph line	45	"

CONTRACT 13, MILE 303·4—374·4, DISTRICT 'B' c, b.

Contractors, Macdonell & O'Brien.

No construction has been done on this contract to date beyond opening up the work of grading for 37 miles.

NATURAL RESOURCES.

From the New Brunswick boundary to the Quebec bridge the whole of the land is fit for cultivation, though not more than 50 per cent of the land along our right of way is now opened up for settlement. There is still a great deal of merchantable timber standing, which is all owned by limit holders, but which I think will be manufactured into timber at points where the rivers on which the logs are floated, cross our railway. The pulpwood will also afford a very considerable traffic to the operating company.

From the Quebec bridge westerly to Hervey Junction, 72 miles, the country is well settled, though from Quebec to St. Prosper at Mile 60, our line will have to compete with both the Canadian Pacific and Canadian Northern railways.

Agriculture and pulp are the two natural resources, though quarries of limestone and cement factories will in time provide freight. It is also to be hoped that conditions will permit of the erection of pulp mills for the utilization of our water powers and the development of our towns.

From Hervey Junction to La Tuque, the country is fit for settlement in small patches. Pulpwood and spruce logs still exist in very large quantities, though at considerable distances from our line. There is a great deal of good birch standing, the freight on which will be available for the railway. At LaTuque itself, a good-sized town of between 3,000 and 4,000 people has come into existence. The St. Maurice Industrial Company has erected a large pulp mill, utilizing La Tuque falls for power. There is very little agricultural land in the vicinity of LaTuque. Some four miles away the valley of the Croche river, which empties into the St. Maurice, is settled for a few miles by farmers who find a ready market for their produce amongst the several lumber companies operating on the St. Maurice and tributary rivers.

From this point westerly as far as work has been opened up in District 'B' there is no land fit for settlement close to the railway, though it is not at all improbable that in the valleys of such rivers as the Flamand, Windigo, Manouan and others, settlement and opening up of lands will take place as soon as the railway is in operation. However, lumber will always be the chief industry, and the numerous water powers along the St. Maurice and other large tributary rivers will form in time the nucleus of good-sized settlements.

I have the honour to be, sir,

Your obedient servant,

A. E. DOUCET,

District Engineer.

REPORT OF DISTRICT ENGINEER, DISTRICTS 'C' AND 'D.'

COCHRANE, April 1, 1912.

GORDON GRANT, Esq.,
Chief Engineer, Ottawa, Ont.

DEAR SIR,—I beg to report as follows on the progress of the work on this district for the fiscal year ending March 31, 1912.

DISTRICT OFFICES.

The district offices at Mattawa and North Bay were moved to Cochrane in June last, and are quartered in the office building built in 1910. This building narrowly escaped destruction in the fire which wiped out the town in July.

STAFF.

On September first, the writer assumed charge of this district, Mr. A. N. Molesworth, the former District Engineer, having resigned. Several minor changes have occurred in the staff, owing to work being completed and residencies being closed.

DISTRICT BOUNDARIES

The district comprises the following contracts: contract 13 from District 'C' mileage 71·40 (through mileage 835·23) to District 'C,' mileage 114·97 (through mileage 878·80); contract 14 from District 'C,' mileage 114·97 (through mileage 878·80) to District 'D,' mileage 103·65 (through mileage 1028·80), Cochrane; contract 15, District 'D,' mileage 103·65, (through mileage 1028·80); to District 'D,' mileage 203·65 (through mileage 1128·80); contract 16, District 'D,' mileage 203·65 (through mileage 1128·80) to District 'E,' mileage 60, (through mileage 1232·85), being a total of 397·62 miles, which should be completed by December 31, 1913.

CONSTRUCTION.

Contract 13. (114·97 miles, of which 43·57 miles are in District 'C.')—The contractors, Macdonell and O'Brien, have sublet the 43·57 miles comprised in District 'C' to Messrs. O'Brien and Martin, who have nearly all the work opened up. Two small steam shovels were hauled in and are working in the two largest cuts. It is expected that grading of 40 miles will be completed this season and track laid.

Contract 14, 150 miles.—Messrs. Foley, Welch and Stewart, as agent for the Grand Trunk Pacific Railway Company, general contractors. Tracklaying is completed to within a quarter of mile of the end of the contract, where a temporary trestle is now being built. Ballasting and trainfilling have been kept up as closely as possible with the track, but on account of the large number of very serious sink holes which developed during the summer, progress with this work has been apparently slow. The telegraph line has been completed, and on the 18-stall roundhouse and machine shop at Cochrane fair progress is being made towards completion. Five standard water tanks are built, and three of these are still to be done. Concrete construction is well advanced and will be completed next season. About 70 per cent of all work on this contract is completed, though on account of the extremely unreliable bottom encountered for 100 miles east of Cochrane it is very difficult to predict how much more work will be required. Preparations are now under way looking to an early resumption of

work in the spring. I expect the work on this contract to be completed, barring accidents, by the autumn of 1913.

Steel bridges from Cochrane east to Whitefish River are completed with the exception of the west approach span at the Okikadisik River.

A contract for a trainman's bunk house at Cochrane has been let to John King. He has the building roofed but not completed. During the period under review, a double cottage and a standard section house were completed at Cochrane.

Contract 15.—100 miles.—E. F. and G. E. Fauquier, general contractors. During the past year, a first lift of ballast has been put over the whole contract, and a final lift given over about 70 miles. Telegraph line, concrete and water service are completed and the only work remaining consists of ballasting and train-filling. About 88 per cent of all work on this contract is done, and I expect that by December 1, 1912, this 100 mile stretch will be completed. The contractors are now making extensive repairs to their rolling stock, and preparing to open up their work in the spring.

The steel bridges on this contract are completed with the exception of painting.

Work on John King's contract for buildings is still in progress, very little having been done on account of the extreme cold.

Contract 16.—(104·24 miles). M. P. and J. T. Davis, general contractors; transferred to O'Brien, McDougall and O'Gorman. Grading with the exception of a small amount of material in cut M, 57, 201 miles west of Cochrane, is completed. Track is laid to mile 50, 194 miles west of Cochrane, leaving 10 miles still to lay which will be completed about May 1. Grading into two new pits is in progress and it is expected that the contractors will have 4 shovels working this summer in this district, and that their contract should be in operating condition by October 1.

The Canadian Bridge Company is now erecting the bridge at the Mattawaishquia River and will continue placing the other short spans.

Concrete work has been commenced at the Kabinagagami River and at the White River. I intend having concrete ready for steel at the following dates for the various rivers:—

Date.	Place.	Miles West of Cochrane.
June 30	St. Joseph River	146
April 1	Kabinagagami River	149
June 30	Short Span m. 15	159
"	" " 17	161
"	White River	167
"	Skunk River	168
August 1	Negagami River	169
September 30	" Branch	178
" "	Bad River	186
October 30	Martin Creek	192
" "	Clarke Creek	198

The contract let to the John King Company, for erection of buildings, has made very good progress, two section houses, trainmen's bunkhouse and the ice house at Hearst having been nearly completed.

TRANSPORT.

Supplies have been hauled to the five new residencies opened at the east end of the district by team from the end of the track. Owing to the completion of so much of the work on the district, I have dispensed with the services of our transport officer.

FIRES, ETC.

With the exception of the fire which destroyed the Town of Cochrane in July last, which was a general fire extending 60 miles to the west, and in which our old camp and residency 15 and an old stable near our office building here were burnt, there have been no serious fires during the past summer.

ACCIDENTS.

The only fatal accident reported occurred on Contract 15, where an engine left the track and turned over killing the fireman, F. Atwill. Very little sickness of any kind has occurred.

POSSIBLE CAUSE FOR DELAY.

As reported in the press, there seems to be imminent danger of a coal strike in the United States this spring, and I would point out that, should this strike occur, all estimates of time given for completion of this work would fail, as the contractors would be forced to close down for lack of fuel.

NATURAL RESOURCES.

The portion of the country traversed by the line of railway, Districts 'C' and 'D', lying both in Quebec and Ontario, consists of heavy clay land with some areas of swamp land. It is reported that practically all of it for 100 miles north and south of the line is eminently well adapted for agricultural purposes.

The land is heavily timbered with a thick growth of small spruce, birch, poplar and occasionally jackpine. A notable exception is seen in the river valleys where the timber grows to a good merchantable size. Between the river valleys and on the high ground, the growth is small and only suitable for pulp wood. Small isolated patches in these areas would yield some merchantable timber.

Nearly all the large rivers crossed by the railway have numerous water powers in more or less proximity to the line, those on the Abitibi, Kapuskasing, Matagami, Ground Hog, Missinabie and Negagami rivers being the most notable.

Several interesting finds of minerals have been reported from time to time, among which may be noted iron, gold, molybdenum and mercury. Probably owing to the incompleted state of our work, and to the consequent expense involved in transportation, not enough development work has been done on any of the prospects to decide whether or not the minerals in question are present in paying quantities.

H. M. BALKAM,

District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'E.'

NIPIGON, ONT., May 2, 1912.

GORDON GRANT, Esq.,
Chief Engineer, N. T. R., Ottawa.

DEAR SIR.—In accordance with your instructions, I have the honour to submit the following report of the work done on District 'E,' for the fiscal year ending March 31, 1912.

District 'E' now extends from district mileage 60 to mileage 254·63, which is equal to through mileage 1,232·85 to 1,427·49.

Contract 17.—This contract, of 100 miles, extends from mileage 60 to 160, and was let to Messrs. M. P. and J. T. Davis, and the work is being executed by Messrs. O'Brien, McDougall and O'Gorman, agents.

Work was started in March, 1911, in which month 90 acres of clearing was done. From March 31, 1911, to March 31, 1912, clearing and grading to the amount of $1,178,314 has been done, and the grading is 52 per cent complete. Temporary structures at all bridge and culvert sites are practically complete, so that there may be no delay to tracklaying.

Concrete work on substructures and culverts will be commenced as soon as the track is laid to bring in the cement.

Ties are being cut, and a large number are up various streams ready to be floated down when the ice breaks up.

Ballast has been found at the following places: mile 61, four miles south, miles 99, 131, 132, 143 and 151, the deposit at mile 151 being practically inexhaustible. Material for trainfill has been found at miles 60, 86, 122 and 130.

Track should be laid over the contract by the end of the present year, it being now eight miles from the eastern end of it.

The total contract is 31 per cent complete.

Contract 18.—This contract of 75 miles, extends from district mileage 160 to 235, Messrs. E. F. and G. E. Fauquier, contractors, Nipigon Construction Company, agents.

All the grading on it is practically complete, except trainfilling, the percentage being 81 per cent.

Concrete and masonry is 58 per cent completed, all that within a reasonable distance from Lake Nipigon being finished, and consisting of the larger structures. Cement for the balance cannot be brought in until track is laid, owing to the expense of transportation.

Temporary structures are in course of erection, and will not delay the tracklaying.

Sufficient ties for this contract are made and delivered on the grade.

Ballast has been found at miles 169, 187, 199 and 211; trainfill material at miles 181, 211 and 228.

Track should be laid over this contract this year.

The total contract is 69 per cent complete.

Contract 19.—This contract of 19·64 miles, extends from mileage 235 to 254·63, Messrs. O'Brien, Fowler and McDougall Bros., contractors.

The grading is 75 per cent complete.

Forty-three thousand (43,000) ties have been made and delivered, and the balance will be brought in by train from District 'F.'

Ballast has been found at mile 242.

Trainfill is found at mile 246.

All temporary trestle work is completed.

Track should be laid over this contract by June 1, as it reached at western end on April 29.

No concrete work has been done, owing to the expense of transporting cement.

This contract is 57 per cent completed.

GENERAL.

On this district, tracklaying has just commenced; therefore ballasting, trainfilling, concrete substructures and culverts, buildings, water service, &c., have not started, excepting parts of the concrete work in the vicinity of Lake Nipigon, contract 18.

Tracklaying from the east and west will meet at mile 160, the dividing point between contracts 17 and 18. This is expected to take place before November 1.

Contracts for the erection of engine houses at Armstrong and Calvert division yards have been let, and work will be commenced as soon as the track reaches these points.

The percentage of work done on the whole district on March 31, 1912, is 48·6 per cent of the total.

On account of track not being laid to this district, from east or west, all work excepting grading has been held back because of lack of transportation facilities and cost of same.

CASUALTIES.

During the past year there were five deaths reported; two were drowned, one died of scurvy, one was killed by the overturning of a derrick, and one was frozen. These were reported to you at the time.

BUSH FIRES.

There were no bush fires on the district this year.

MEDICAL SERVICE.

This has been satisfactory, as no complaints were made.

POLICE.

The service rendered by the constables under the Police Commissioner, Mr. Quibell, was very satisfactory. Not a single complaint has been received from over the whole district.

Inspection trips were made in the months of April, September and February by the Grand Trunk Inspecting Engineer, Mr. Fetherstonhough, and myself, and were satisfactory, everything being found in order. In the interim, one or other of my assistant district engineers was continuously on the work.

NATURAL RESOURCES.

Soil.—The clay belt continues west from mile 60 to mile 183 then rock intervenes to mile 197, then clay again to mile 212. From mile 212 to mile 235, the country is sandy and from there west to mile 254·6, is practically all rock.

Timber.—The general character of timber through which the line passes, is that of a second growth of medium size, 2 inches to 8 inches in diameter; a small percentage runs to 14 inches. In the river valleys, where protected from fire, spruce of as large a diameter as 24 inches is reported. The variety of timber is mostly spruce,

with a few tamarack and poplar. Most of the timber is fit for pulp wood, but merchantable timber is scarce and exists only in scattered patches through the district.

Mineral.—As the country is practically unprospected, owing to the expense of transportation, the only mineral as yet known to exist is a low grade iron ore, a large deposit of which is at the Red Paint Summit, Mile 160, where the United States Steel Corporation have been testing for some years.

Water power.—There are a few water powers along the line, in the present district, that are known, these being on the Kenogami and Kawakashkagama Rivers. A report in detail on timber and water powers was made to the Chief Engineer, July 27, 1909.

Yours respectfully,

T. S. ARMSTRONG,

District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT 'F'.

St. Boniface, Man., May 16, 1912.

Mr. Gordon Grant,
Chief Engineer, Ottawa.

Dear Sir,—I beg to report on the condition of the work under the various contracts on District 'F', for the fiscal year ending March 31, 1912.

The whole district is still under construction although the Grand Trunk Pacific are operating a regular train service over that portion of the line from Winnipeg to Superior Junction. The Grand Trunk Pacific are doing whatever work is necessary for the completion of contract 21, from the eastern end of Transcona yard to Superior Junction, acting in the capacity of sub-contractors to J. D. McArthur. I shall take up the various contracts in their consecutive order as they are numbered from east to west:—

Contract 19, which extends from mileage 1,428·04 to mileage 1,534·04 from Moncton, is about 84 per cent completed.

Contract 20 runs from mile 1,534·04 to mile 1,545·97 from Moncton, and is practically completed.

Contract 20-A runs from mile 1,545·97 to mile 1,557·46 from Moncton, and is practically completed. (The contractors for these three contracts 19, 20 and 20-A, are Messrs. O'Brien, Fowler and McDougall Bros.)

Contract 21 runs from mile 1,557·46 to mile 1,804·73 from Moncton, and is about 95 per cent completed. The work remaining to be done east of Springfield yard consists mainly of trainfilling of sink holes and the filling of Redditt yard. This work is being done by the Grand Trunk Pacific Company, who are also operating this portion of the line. From Springfield yard into Winnipeg (Mission St. line), the grade has been completed up to St. Joseph street, in the city of St. Boniface. On this line there are 17 steel bridges of which 15 are in place. The two bridges to be placed are the girders across St. Joseph and Taché avenue, in the city of St. Boniface, and as the length of line which has yet to be graded is about 1,300 feet this should be completed early this summer.

Contract 21-A, which is the contract for the filling around of the shops at Transcona, is about 40 per cent completed.

Contract 21-B, which was the contract for the gravelling of the new public road round the yard site at Transcona, was completed and final estimate returned in August, 1911.

Contract 22. Red River bridge, has been completed by Messrs. Haney, Quinlan and Robertson, and the steel superstructures are all in place.

There yet remains to be put in place the water-tight concrete floors over the street crossings in Winnipeg and the tracklaying on the viaduct, which work should be done early this spring. The Strauss-Bascule lift bridge has been completed, and is now in working order.

Contracts 24 and 24-A consisted of the construction of the various station buildings from Graham to Winnipeg, and are completed. The final estimate on contract 24, was issued July 31, 1911, and the final estimate on contract 24-A was issued on June 30, 1911, to J. J. Vopni, the contractor.

Contract 24B is about 50 per cent completed.

Contract 25 was the contract for the excavation of the trench for the water supply pipe line from St. Vital to the terminal yard east of Winnipeg and is completed, the final estimate being issued on January 31, 1911, to the Western Contracting Company.

Contract 26 was the contract for supplying and laying the pipe referred to under contract 25, and is completed, the Canadian Pipe Company of Vancouver being the contractors.

Contract 26A was the contract for installing a 42-inch wooden pipe sewer from the terminal yard east of Winnipeg to the Seine river and is completed, the Canadian Pipe Company being the contractors.

Contract 46 was the contract for the construction of ice houses at Springfield, Redditt, and Graham and is completed, M. A. Piggott & Sons being the contractors.

Contract 27 was a contract for the construction of freight sheds and storehouses at Springfield, Redditt and Graham and is completed, John King being the contractor.

Contract 57 is the contract for the construction of coaling stations at Transcona, Redditt and Graham, and is about 57 per cent completed. The contractors for this work are the J. McDiarmid Company.

Contract 58F is a contract for the construction of design 'A' station buildings, section 12; this contract is about 35 per cent completed, and will be finished this coming summer. The contract is let to John King.

Contract 59 is the contract for the construction of cinder hoists at Transcona, Redditt and Graham. This contract is about 60 per cent done, the contractors being the Grand Trunk Pacific railway.

Contract 60 is the contract for the construction of station buildings from Graham easterly for a distance of 60 miles. This contract is about 21 per cent completed. John King is the contractor.

Contract 61 is for the construction of trainmen's houses at Transcona, Redditt and Graham. This contract is about 19 per cent done, and will be completed this coming summer by the contractor, John King.

NATURAL RESOURCES.

Regarding the natural resources of the country covered by District 'F,' I may say that from Winnipeg to Elma, a distance of about 55 miles, the country is fairly well settled by farmers. From Elma easterly there are no settlements, except such as have sprung up since the beginning of the construction of the Transcontinental railway. The country is not suited for agriculture, and what it contains in the way of minerals is as yet mostly an unknown quantity, although there is one firm engaged in taking out iron pyrites, and gold mining is also being carried on at Sturgeon Lake at what is known as the St. Anthony mine.

I regret to report the death of the following men during the fiscal year ending March 31, 1912, on this district:—

Date of Accident.	Place.	Name.	Cause of Accident.
April 8	Transcona	Louis Leviskey	Mass of frozen gravel falling.
" 27	Heathcote Lake	Richard Bowen	Falling of a derrick.
May 2	East Lake	F. Bonheur	Hand car struck by train.
" 8	Mile 1453	N. Caputo, foreman D. Minnito D. Scala N. Simonette G. Milano	Premature explosion.
" 2	St. Boniface	Harry Koch	Fell under ballast train.
July 16	Richan	Alex. Banning & Son	Velocipede struck by train.
Sept. 5	Heathcote Lake	R. Osadcruk	Fell under ballast train.

Yours truly,

A. G. MACFARLANE,

District Engineer.

OTTAWA, June 11, 1912.

GORDON GRANT, Esq.,
Chief Engineer.

DEAR SIR,—I have the honour to submit herewith report of work in connection with the terminal shops and other contracts for the year 1911-1912.

Locomotive and other shops at Transcona, near Winnipeg.

Contract No. 23.—Contractors, Messrs. Haney, Quinlan and Robertson. The buildings to be erected under this contract were locomotive repair shop, boiler shop, store house, forge shop, oil house, power house, locomotive, carpenter and pattern shop, gray iron foundry, crude oil storage, frog and track shop, stores platform, forge stores and scrap bins.

The above contract is now complete, and the contractors are to be congratulated on the class of work done. A good deal of difficulty has been encountered in constructing and equipping these shops in consequence of the site chosen not being altogether suitable for a work of this nature, and the shops cost considerably more than they would have done under more suitable conditions. The additional work required, however, has been carried out in as economical a way as possible, consistent with the efficiency of these shops, and as they now stand they compare very favourably with any shops in America. Photograph No. 1 shows the shops complete.

Contract No. 23A.—Contractors, Messrs. Haney, Quinlan and Robertson, 2,000,000 gallon reservoir. This contract is also complete.

Contract No. 23C.—Shop piping and wiring ducts. Contractors, Messrs. Haney, Quinlan and Robertson. This contract is also complete.

Contract No. 27.—Red River pump house. Contractors, J. McDiarmid Company, Limited. This contract is complete, and this pump house has been used since August, 1911.

Contract No. 28.—Yard water system. Contractors, Cotter Bros.. This contract was commenced and completed during the years 1911-1912, and has proved satisfactory.

Contract No. 29.—Red River pump house equipment. Contractors, Brydges, Engineering Co. This contract was completed during the years 1911-1912. It has been in use since August, 1911, and has proved satisfactory.

Contract No. 30.—Wiring for light and power. Contractors, Western Electric Company. This contract was commenced during this year, and there still remains about 20 per cent of this to be done to complete contract.

Extra Work Order No. 787.—Sewage pumping house. This work has been completed during present year. It was rendered very difficult in consequence of the extraordinary conditions encountered, viz., being a pressure system, all flood waters backed into the pump house and caused considerable additional work and inconvenience.

Contract No. 50.—Jeffrey Manufacturing Company, contractors. Mechanical Coal handling plant to supply boilers. Was completed during the years 1911 and 1912 and found perfectly satisfactory.

Sewage Pump House Equipment.—Contractors, The John McDougall Caledonian Iron Works Co., Ltd., Montreal.

This pump house is equipped with one 8-inch centrifugal, volute pattern pump with a capacity of 2,000 Imperial gallons per minute against a total head of 15 feet; one 26-inch centrifugal, volute pattern pump with a capacity of 16,000 Imperial gallons per minute against a total head of 48 feet.

The smaller pump is operated by a 30 h.p. vertical type motor, which is automatically operated and controlled by means of a Cutler Hammer automatic starting controller and resistance, with float switch, float ball and chain.

The 26-inch pump is operated by a 350 h.p. slip ring induction, type 'F', vertical motor, running at 450 r.p.m. for 3 phase, 50 cycle, 550 volt current. This large motor is operated by a Cutler Hammer automatic starter which is complete with resistances, float switch, &c. This starter is so arranged that in the event of any excessive sewage discharge or flood waters, it puts the large pump into operation and does away with the possibility of the sewer pump house and grounds becoming flooded. In addition to the automatic control there is a hand operated controller and resistance for this large motor.

Graham roundhouse and equipment was completed during the years 1911-1912 and has been in operation since July, 1911. Same has been found quite satisfactory for present requirements.

CAR SHOPS.

Car Shop Contract.—Contractors, Messrs Haney, Quinlan & Robertson. Contract consists of: Motive power department office, car department office, east and west coach shops, coach paint shop, paint store house, planing mill, freight car shop, wheel and machine shop, dry kiln. Wheel foundry has been eliminated in consequence of this being an expensive item and was considered to be not absolutely necessary.

Work was commenced on the above contract on August 9, 1911, and the contractors have made satisfactory progress since that date. The photographs show work in progress up to March 20, 1912.

Locomotive shop equipment.—80 per cent completed during years 1911-12.

The work in connection with the placing of machines and shop equipment was begun in February, 1911, but it was not until March that the actual work of installation was begun. A great number of the machines had arrived at the shops in February

and some of them had been unloaded at the west end of the locomotive erecting shop, some at the east end of the boiler and tank shop and the heavier machines had been unloaded by means of a 20-ton derrick outside, east of the shops.

A number of the overhead electric cranes had been partly erected previous to that date.

Each machine was checked on the specification and a complete record was made of every item received.

I shall now deal with the work in connection with the setting up and erection of the machines during years 1911-12, this work all being done by our own mechanics.

Machine assembling and erection.—The foundations having been located from the general arrangements, according to detail, a start was made to get the machines which were on the ground, placed. Great difficulty was encountered in placing the heavy machines on their foundations, the work having to be done by hand, in consequence of the fact that the power house and cranes were not in operation. This was due to the fact that in the preliminary stages of building, the contractors were not asked to proceed with the power house first, so they brought all the buildings along at the same time.

Except for a few minor breakages of parts there was not a single machine broken in the erection, neither was there any accident. Quite a few machines were broken by rough handling on the railroads in transit, but all were repaired and made good by the various machine makers. The heavier machines, such as gap riveter, forcing press platens, rolls, punches, and steam hammers were unloaded and lowered on to their foundations by means of gin-poles and heavy block and tackle. Some of these parts weighed above 50 tons each. Reference to the photographs will show the floor of shops with foundations and machines on them. The labour entailed in placing the machines on their foundations is thus seen to have been very great. It was necessary to exercise the greatest of care so that no damage would be done to the working parts. Each machine, as it arrived, and during erection was most carefully examined to make sure that the workmanship on it was of the best quality, and up to specifications, and nothing was passed that was not entirely satisfactory. Each machine was carefully located and erected in such a way that the operations in connection with the running of the various machines will be cut down to a minimum. On the heavier individual motor driven machines, all controlling apparatus was located in the most convenient position for the operator, so that the various machines can be brought up to their maximum capacity with as little trouble as possible, thereby greatly increasing their output. The machines having been carefully levelled up and aligned on their foundations and all kept about $\frac{3}{4}$ inch below floor level, they were carefully grouted into place, very thin grout being run in, and thus made to flow all round base plate, thereby insuring a solid setting. Later the foundation bolt nuts were carefully tightened down. A number of the direct motor driven machines have been in operation, and without exception all ran satisfactorily and gave no trouble whatever. All of these machines are equipped with fuses, circuit breakers and controllers so that it is impossible for a heavy load to be thrown on to any of the motors in the event of accident in the power house. Reference to photograph of the 600-ton wheel press (Item 119) will show this apparatus on its stand close to operator's hand. The smaller machines under the balcony in this shop are driven from the line shafting which runs the whole length of this shop. With two exceptions the minimum length of drive is about 7 feet. Great care was exercised in fixing the lengths of drives so that there would be no waste of belting. We have therefore been able to equip this shop with drives that should give the very best of results on the various machines.

Locomotive shop shafting and transmission.—In the erection of the shafting great care was exercised so that a thoroughly substantial and rigid job was made. All shafting is divided up into group lengths, is cold rolled steel 2-$\frac{15}{16}$ inch diameter revolving at

180 r.p.m. in 'Chapman' double ball bearings. These bearings are supported in 2 feet 6-inch cast iron hangers, and the hangers are securely bolted up to 4-inch channels. Each group length of shafting is driven by a 20 h.p. A. C. motor, placed on brackets attached to the columns as shown on photograph of the standard drive. These motors are placed where they will give the best results as far as drives are concerned, and at the same time they are out of the way, occupying no floor space and yet are easily accessible for examination and oiling.

Locomotive shop cranes.—The erecting shop is equipped with one 120-ton overhead electric Morgan crane for handling locomotives and with one 10-ton Booth overhead electric crane. There are also thirteen 2-ton jib-bracket cranes erected along the north wall of this shop in such a position that they will each serve the front ends of two locomotives.

In the machine shop bay there are two overhead electric cranes and six 2-ton jib-bracket cranes to serve the machines.

Locomotive shop compressors.—Two air compressors are installed in this shop. They are of the vertical type and are driven by 150 h.p. A. C. motors. Under test these compressors have run very satisfactorily.

Boiler and tank shop.—The machines in this shop have been installed with the same care as machines in locomotive shop. The heavier machines are driven with individual motors and other machines are driven from line shafting which is erected upon the same principle as shafting in locomotive shop. The accumulator pumps are machines have all been carefully set up.

Boiler and tank shop cranes.—The shop is served with four cranes one to each bay as follows:—

Tank shop bay 20-ton Booth electric overhead crane.

Machine bay heavy tools 10-ton Booth electric overhead crane.

Machine bay heavy bay 35-ton Booth electric overhead crane.

Boiler shop bay 30-ton Booth electric overhead crane, and one 2-ton jib-bracket crane above the 200-ton wheel press in the tank shop. All of these cranes have been carefully erected and are now ready for tests.

Boiler and tank shop air compressor.—This compressor is similar to the locomotive shop compressors and at present is being run for tests.

Frog and track shop.—The machines in this shop have been put up with the same care, and follows the same practice as machines in the locomotive shop. The heavier machines in this shop are driven with individual motors and other machines are driven off the line shafting. Owing to the low roof and overhead crane in this shop, it was necessary to erect the main line shafting near the floor and to drive from it up to the countershafts which were erected on the lower side crane runway. Notwithstanding the low roof we have still been able to get drives of not less than seven feet. The motors for driving the groups are placed on the floor and drive up to jack shafts and from them down to the main line shafting.

Crane.—This shop is served with a 10-ton Booth electric crane. The operator's cab is placed near the centre of the girder, this being the most convenient position.

Forge shop.—All machines in this shop have been erected similar to those in locomotive shop. At time of writing all motor driven machines have been turned round by power, but have yet to be tested. Other machines are driven from line shafting similar to that in the locomotive shop. This shafting is supported on special trusses hung and bolted to the roof trusses. The group is driven with one 40 h.p, A. C. motor

which is erected on a bracket on one of the columns. This shop is equipped with the following steam hammers:—

2—200 lb. Thwaites hammer, single frame.
1—1,250 lb. Bertram hammer, single frame.
1—1,500 lb. Bertram hammer, double frame.
1—3,000 lb. Bertram hammer, double frame.
1—3,300 lb. Bertram hammer, single frame.
1—3,500 lb. Bertram hammer, double frame.
1—5,000 lb. Bertram hammer, double frame.

All these hammers have been carefully set up on their foundations under which piles had to be driven. The anvils of the hammers are set up on timbers which are placed across one another in such a manner that they will take up the shock of the blow. The anvils have been given sufficient height to allow for settlement. These hammers were unloaded and set up by means of gin poles. They have all been tested and gave perfect satisfaction. The exhaust steam from all hammers has been turned into the return pipe to the power house so that it can be used for heating purposes, and in the summer the steam can be exhausted if necessary to the atmosphere. Space has been left in the floor on each side of the foundation so that a man can get down to adjust the anvils of the various hammers.

Cranes.—This shop is equipped with the following cranes:—

One 5-ton jib pillar crane.
" 4-ton " "
Two 1-ton " "
One 5-ton " "
Two 4-ton " "
" 3-ton " "
" 2-ton " "

All of these cranes have been erected and tested and are satisfactory in every way. Photographs of this shop show hammers, cranes, and general layout, also spring department machines, double McCaslin forges and crude oil furnaces. The anvils and stands, and the blacksmith's tools, have yet to be received for this shop.

GREY IRON FOUNDRY.

The Grey Iron Foundry comprises the following sections: Main moulding floor, core room, cupola room, moulding room, brass foundry and cleaning room.

Main moulding floor.—Complete equipment has been received for handling the work on this floor.

Cranes.—The floor is served with the following cranes: 1 15-ton Booth overhead electric crane equipped with a 5-ton auxiliary hoist; 1 5-ton Anderson jib crane erected on to column on north side adjoining large core oven. This crane has been carefully located in such a manner that it will handle heavy cores from the core room to the large core oven. It also handles all cylinder work, the cylinder pit being located directly beneath it. The operator's platform is raised about 4 feet and braced to the column in such a position that the operator can command a complete view from any position of the crane.

There are also two 2-ton bracket cranes, and eight sets of lugs are secured on alternate columns in order that these cranes can be lifted from one column and moved to another, so that any part of the floor can be served by these two cranes. Eyes are

provided on the truss rods of these cranes so that the overhead crane can pick them up. These two cranes have been tested with 25 per cent overload and are quite satisfactory, the other cranes have yet to be tested.

Core room.—The core room is equipped complete. All the equipment has been received and checked with the specification. All appliances have been placed in the most convenient positions possible so that operations are cut down to a minimum. The core sand room adjoins the core room and is connected with it by industrial tracks.

Crane.—This core room is served by a G. Anderson Co. 1-ton overhead traveller operated by hand chains.

Core ovens.—The core ovens have also been carefully erected according to specification, all doors operate easily.

The core wire straightener is located at the east end of the main floor so that it is convenient for wires and rods brought from the main floor and cleaning room. After straightening, the wires fall on to a car and are moved over to the core room.

Cupola room.—The cupola room contains: two cupolas, No. 9, 84-inch diam.; No. 7, 72-inch diam.

These cupolas have been erected and are almost completed. Great attention was paid to the lining of them with the brick. Tappers' platform, bottom door hoists, pneumatic charging machines, have all been received and are satisfactory. Blower platform with the motor driven blower blast pipe and gates are also erected. Above this is erected the charging platform which is served from the floor of the cupola room by a pneumatic elevator of 4,000 lbs. capacity. A stairway also leads up to the charging floor. In the cupola room are also located the industrial track scales.

Below the platform is a spur geared cinder mill, belt driven. This cinder mill is placed close to the track and set in such a position that the cinders can be easily handled into it and out of it. The motor for driving the cinder mill is located on the blower platform. All this equipment has been received and checked with the specifications. Industrial tracks lead into the cupola room from the iron storage. Crane and cinder bins are all placed in the most convenient position possible.

Moulding room.—The moulding room is equipped complete, and has one gravity moulding machine in it. The gravity moulding machine is located at the east end of the room in such a position that there is ample room to work around it. It is operated by a 10 h.p. induction motor driving onto a countershaft which is erected on the girder of the charging platform. Care was exercised in placing the controlling apparatus in a convenient position. It was arrranged so that the minimum amount of wire and conduit were required. The industrial track runs alongside the machine so that sand can be conveniently brought to it.

Crane.—One 1-ton G. Anderson Co.'s overhead traveller operated by hand chains has been erected in this room and travels up to the gravity moulding machine.

Brass foundry.—The brass foundry is equipped complete with all necessary furnaces and appliances. The brass furnaces of which there are four have been carefully erected and set up to specifications and are in readiness for testing. The brick linings were carefully put in.

The blower which is driven off the line shafting has been located as near as possible to the furnaces. The sprue-cutter, grinder, and band-saw have been located so that castings will require only the minimum amount of handling from the floor to the machines, and from the machines to the industrial track. The wet and dry tumblers have been placed near the east end of the foundry and all machines are driven off the main line shafting which shafting is driven by a 10 h.p. A.C. motor located on a column, out of the way, and yet in such a position that it can be conveniently got at.

The steel work supporting the line shafting has been erected in such a position that the overhead crane will pass over it thus serving any part of the foundry. The brass core oven has been located at the west end of the foundry and connected to the main smoke stack leading from the furnaces.

Crane.—A 1-ton G. Anderson Co.'s overhead travelling crane operated by hand chains serves this foundry.

Cleaning room.—The cleaning room is equipped with a battery of four spur-geared tumbling barrels, two motor driven grinders and with exhaust system complete and exhaust fan, all driven off line shafting revolving at 180 r.p.m. driven by 25 h.p. motor. The tumblers are along the east wall near the main floor and an industrial track is in such a position that the castings have not to be handled more than necessary to and from them. The steel truss supporting the shafting is carried on two I-beams, and also stayed to the crane runway. All bearings are standard Chapman ball bearings supported in cast iron hangers and erected in a thoroughly substantial manner. The girders are placed on the other side of the industrial track opposite the tumblers with the chipping benches between them. Industrial scales are also installed here.

Crane.—A 5-ton G. Anderson Co.'s overhead electric crane serves the cleaning room.

LOCOMOTIVE CARPENTER AND PATTERN SHOP.

The shop is fully equipped with woodworking machines for handling carpenter work in connection with the shops and pattern work in connection with the foundry. The pattern storage is taken care of upstairs, tracks and a staircase being provided.

Ample clearance has been allowed around all machines so that there is plenty of room for handling material in any position. Countershafts have been located in such a position that they will give the best possible drives. The steel work for supporting the main line shafting is securely bolted up through the reinforced concrete floor. Half plates are placed across the concrete beams to make the line shaft structure as strong as possible. The line shafting is driven by one 25 and one 30 h.p. A.C. motors located on the floor behind one of the columns, with controlling apparatus in the most convenient position possible. Industrial tracks run from this shop to the foundry. An hydraulic elevator handles all patterns from the ground floor to the floor above.

Stores platform.—This platform is equipped with a 5-ton G. Anderson Co.'s overhead traveller, operated by hand chains. The runway rails are carried through the end of the building so that the crane can be run out to handle material which has been unloaded from the midway crane.

Yard crane.—This is a 5-ton electric hand operated crane having an effective radius of 30 feet with a mast 35 feet high. The controller is located at bottom of the mast and all operating handles and apparatus are housed in to protect them and the operator from the weather. A heater has been provided in the cab. The crane is equipped with a tongs and breaker weight complete and is wired in such a manner as to allow it to swing around in a complete circle.

Midway crane.—This crane is a 10-ton Booth overhead electric crane, travelling at 400 feet per minute. The crane carriage and operator's cab are covered to protect them from the weather. An electric heater is provided in the operator's cab.

POWER HOUSE EQUIPMENT, WINNIPEG LOCOMOTIVE SHOPS.

Boilers.—The power house is equipped with boilers of the Erie city, vertical water tube type with a total approximate boiler horse-power of 3,400. The boilers are eight in number, arranged in four batteries of two boilers each, two being arranged for burning shavings, &c., in Dutch ovens, with chute openings.

The steam pressure is 150 lbs. per square inch gauge pressure in the pipe main adjacent to the main stop valve.

The boilers were supplied and erected by the John Inglis Co., Ltd.

Mechanical stokers.—These consist of six grates, each 9 feet wide by 9 feet long, with an approximate active grate surface of 81 square feet each.

The stokers are driven by two 5 by 6 engines, arranged by means of a clutch, so that either engine may operate the stokers, thus ensuring a continuity of service in the event of one of the engines failing.

The stokers along with their driving engines, were furnished and erected by the Illinois Stoker Company.

Foundations and Boiler Settings.—The foundations for the boilers were furnished under contract by the commissioners; the setting for the stokers under contract by the commissioners; some odd exhaust piping, ash pits, &c., were also furnished under contract by the commissioners.

Feed water heater.—The feed water heater is a Hoppes standard horizontal, steel construction, open type, No. 18 and was supplied by the Robb Engineering Company. It has a capacity of 100,000 lbs. of feed water per hour and a rating of 3,000 H.P. It is provided with a filter chamber in one compartment, oil separator, feed valve, overflow valve, &c.

Pumps.—The feed water pumps are as follows:—2 14 by 10¼ by 10 Blake horizontal special duplex piston boiler feed pumps, fitted with 8-inch suction and 7-inch discharge.

The centrifugal pumps for use on the service line are two in number, 8-inch single stage horizontal turbine pumps, running at 1,500 r.p.m., with a capacity of 1,200 gallons per minute against 150 feet head. These pumps are driven by 18-inch 6 stage Kerr steam turbines running at 1,500 r.p.m. The driving turbines are mounted on an extended sub-base of the pumps.

The artesian well pumps are two in number, 6 by 4½ by 3 by 36, Blake special vertical artesian well, capable of a lift of 220 feet. One of these pumps is installed. All the above-mentioned pumps were supplied and installed by the John McDougall Caledonian Iron Works.

The John Inglis Company supplied two 18 10 by 12 Duplex Underwriter Fire pumps with full Underwriters equipment, and with a capacity of 1,000 gallons per minute at normal speed.

Generators.—The electric generating plant consists of:—

Three 500 killowatt generators for 600 volt 60 cycle, 3 phase alternating current. These are type ATB, have 48 poles, and run at a speed of 150 r.p.m.

One 250 kilowatt type ATB, 600 volt, 60 cycle, 3 phase, alternating current generator. This machine has 48 poles and runs at 150 r.p.m.

Two 75 kilowatt 6 pole, 125 volt, direct current exciters, running at 175 r.p.m.

One 150 kilowatt 6 pole, 250 volt, direct current generator, running at 225 r.p.m.

One 150 kilowatt motor generating set.

Motor is a type I form K, induction motor, 8 pole, 225 horse-power, 550 volt, 60 cycle, 870 r.p.m. machine driving a 150 kilowatt 12 pole (6 main, 6 interpole) 250 volt, direct current generator at 900 r.p.m.

All this electrical machinery was supplied and erected by the Canadian General Electric Company.

Engines.—The engines installed are as follows:—

Three 750 rated horse-power, horizontal side crank, cross compound non-condensing, Corliss engines with positive valve motion.

One 375 rated horse-power horizontal non-condensing, side crank simple engine.

One 225 rated horse-power horizontal non-condensing side crank simple engine.

These units all operate on 150 lbs. steam pressure and at a speed of 150 r.p.m.

Two simple non-condensing, horizontal side crank engines direct connected to the exciter units.

Each engine and its generator is on the same sub-base and runs on the same shaft, thus ensuring a minimum loss of power and a minimum wear to the machines.

The engine units were all supplied and installed by the Goldie & McCullough Co.

Air compressor and air receiver.—The John Inglis Co. Ltd. supplied one cross compound, non-condensing Corliss engine with compound air cylinders with a capacity of 1,500 cu. ft. free air per minute, against 120 lbs. pressure. Engine speed 90 r.p.m., steam pressure 150 lbs.

Switchboard.—The switchboard consists of 21 panels of Blue Vermont marble, each panel being made up of three slabs, the upper one 20 inches high, the middle one 45 inches high and the lower one 25 inches high, making a total height of 7 feet 6 inches.

Each slab is 2 inches thick with ½-inch bevel edges, and is highly polished on face and bevels.

Each panel is supported by angle iron uprights, and the whole board by a continuous channel iron.

The board is mounted about 6 feet from the wall and the buss bars are supported between the wall and the board. The direct current buss bars have a carrying capacity of 1,500 amperes and the alternating current buss bars a carrying capacity of 2,400 amperes.

The instruments are of Westinghouse manufacture, and each panel except the total A.C. load, exciter panels, and series arc light panel, is equipped with a circuit breaker. The exciter panels are equipped with knife switches, and the arc light panel with oil switches. The oil circuit breakers installed on the panel board are Westinghouse type 'B' with 2 type 'B' single phase relays and 2 series transformers per circuit. They are installed on all A.C. panel circuits. The direct current panel circuits are equipped with I.T.E. circuit breakers.

The board as erected, presents a very neat, satisfactory and finished appearance.

Crane.—This is a 10-ton G. Anderson Co. crane operated by hand chains. The carriage of this crane is not up to specifications and a new one is being supplied by the contractors, otherwise the crane is quite satisfactory.

In this report I have covered the shops and principle equipment throughout, and have so far as is possible, without going too much into details, mentioned the most important points in connection with the installation of the equipment. It has been our aim throughout to install all equipment in the best possible manner so that it will be possible to operate these shops with the minimum amount of labour and cost. Each machine has been carefully studied with that end in view, and I do not think it is going too far to say that with efficient management the locomotive repair item costs ought to be cut down in these shops lower than in the majority of the locomotive repair plants. So far as I know we have wasted no material, nor spent any money extravagantly. Machine tools are all levelled on scrap material gathered up around the shops. This was used to save expense.

Yours truly,

W. J. PRESS.

Mechanical Engineer.

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1912.

DISTRICT 'A'.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1912.
							$	$	$
Over Xing Highway	8·5	1-18′ dk. pl. gr. span.	Dominion Bridge Co.	13,409	4·375	5,267	47 00	834 19	834 19
Canaan River Viaduct	21·70	5-30′, 5-60′ and 1-80′ dk. pl. gr. spans, 5 towers 30′ span.	Canada Foundry Co.	848,133	4·50	73,250	47 00	41,608 73	41,608 73
Over Xing Red Bank Rd	54·60	1-66′ thro. pl. gr. span	Dominion Bridge Co.	110,097	4·375	10,935	47 00	5,330 68	5,330 68
Salmon River (Chipman)	57·00	4-40′, 4-60′, 2-80 dk.pl.gr. spans, 4 towers 40′ span and 4-150′ dk. truss spans.	Canada Foundry Co,	2,178,372	4·65	154,110	47 00	108,537 47	108,537 47
Over Xing Salmon R. Rd	57·50	1-21′-4″ dk. pl. gr. span	W. B. McNeil	27,050	4·34	5,213	51 00	1,439 83	1,439 83
New Castle Stream	67·00	4-40′, 6-60′ dk.pl.gr. spans,4 towers 40′ span and 1 rocker bent.	Structural Steel Co.	1,000,095	3·95	72,020	37 00	42,168 50	42,168 50
Cains River	82·00	1-80′ dk. pl. gr. span	W. P. McNeil	93,570	3·96	12,917	45 00	4,286 63	4,339 88
S. W. Miramachi	124·50	1-175′ thro. truss span	Dominion Bridge Co.	491,911	4·17	21,983	47 00	21,545 87	18,727 21
N.B.S.W. Miramachi	133·00	1-125′ thro. truss span.	" "	292,759	4·17	18,100	47 00	13,058 76	11,752 88
Juniper Brook	134·07	1-44′ thro pl. gr. span	W. P. McNeil.	53,500	4·00	7,745	45 00	2,488 52	2,488 52
Odell Brook	150·00	1-44′ thro. pl. gr. span	" "	70,700	4·00	7,960	45 00	3,145 70	3,145 70
Tobique River	165·20	3 140′ dk. truss, 2-100′ and 1-80′ dk. pl. gr. spans.	Canada Foundry Co.	1,471.866	4·38	91,504	46 00	68,676 91	68,676 91
Over Xing Highway	165·70	1-22′-7″ dk. pl gr. span	Dominion Bridge Co.	16,344	4·94	5,588	52 00	1,097 97	1,097 97
Graham Brook	180·70	3-60′, 3-50′ and 5-40′ dk pl. gr. spans and 5 towers 40′ span.	" "	998,840	4·34	70,130	52 00	46,996 42	46,996 42
Caton Brook	181·80	11-60′ and 10-40′ dk.pl.gr. spans, and 10 towers 40′ span.	" "	2,397,478	4·34	140,562	52 00	111,359 77	111,359 77
Under Xing Foley Brook Rd.	182·90	3-22′ I beam spans.	" "	31.134	4·89	6,850	52 00	1,878 65	1,878 65
Little Salmon River	184·70	25-100′-3″, 24-58′-9″ thro pl.gr. spans, 24 towers 58′-9″ span.	" "	13,991,310	4·68	518,041	46 00	678,623 20	678,623 20
Under Xing Falls Brook Road	190·00	1-99′ pony truss span	" "	72,866	4·94	10,000	52 00	4,119 57	3,609 24
Little River	192·00	11-40′, 9-60′, 2-80′, 1-100′ dk. pl. gr. spans, 11 towers 40′ span.	Structural Steel Co.	2,529,396	3·95	167,284	37 00	106,250 65	106,250 65
Four Mile Brook	197·60	6-30′, 1-59′-7″-5-60′, 1-75′ dk. pl. gr. spans, 6 towers 30′ span.	W. P. McNeil	1,055,359	4·34	96,700	40 00	49,670 58	51,710 53
Grand River	207·80	2-88′ thro pl.gr. spans	" "	312,222	3·94	25,840	42 00	13,386 83	13,386 33
Sigas River	209·80	1-80′ dk.pl.gr. span	" "	94,028	3·89	12,917	42 00	4,200 20	4,200 20
Quisibis River	213·80	1-99′ thro. pl.gr. span	Dominion Bridge Co.	191,778	4·39	15,422	47 00	9,143 88	9,143 88
Green River	220·90	2-77′ thro. pl.gr. spans	W. P. McNeil.	246,239	4·07	22,343	42 00	10,960 33	10,968 28

Iroquois River	227·80	1-66′ thro. pl.gr. span	Dominion Bridge Co.	98,949	4·39	11,256	47 00	4,872 89	4,872 89
Madawaska River	230·20	1-99′, 1-83′-6″ thro. pl.gr. spans.	" "	337,233	4·39	26,179	47 00	16,034 94	16,034 94
Over Xing Ferry Road	230·30	1-33′ thro. pl. gr. span	" "	33,473	4·625	6,610	47 00	1,858 80	1,858 80
Baker Brook	243·80	1-80′ dk. pl. gr. span	W. P. McNeil.	93,590	3·89	12,917	42 00	4,183 16	4,183 16
Under Xing Highway	251·50	1-40′ thro. pl. gr. span	Dominion Bridge Co.	20,000	4·94	3,700	52 00	1,180 40	444 34

DISTRICT 'B'.

Kitchen Brook	257·15	1-33′ thro. pl. gr. span	Dominion Bridge Co.	33,800	4·15	6,950	52 00	1,764 10	1,353 07
Narrows Lac Long	265·45	1-66′ thro. pl. gr. span.	" "	98,000	3·97	11,050	52 00	4,465 20	5,602 43
Blue River	277·45	4-80′ dk. pl. gr. spans and 1-150′ dk. truss span.	" "	797,424	4·34	59,072	48 00	37,443 65	37,443 65
Nigger Brook	283·45	1-55′ thro. pl. gr. span	" "	71,774	4·15	6,998	52 00	3,342 52	3,342 52
St. Francis River	286·45	2-55′ and 1-99′ thro. pl. gr. spans.	" "	414,232	4·29	24,628	52 00	19,051 21	19,051 21
Boucanne River	293·25	1-150′ dk. truss, 4-60, 3-56′, 2-40′, 5-30′ dk. pl. gr. spans, 5 towers 30′ and 2 towers 40′ spans.	" "	1,832,000	4·56	106,000	52 00	89,051 20	78,044 62
Rochue River	300·95	1-35′ dk.pl.gr. span	" "	25,200	3·95	7,200	52 00	1,369 80	678 83
Main Fourchue River	305·80	1-30′ dk.pl.gr. span	" "	21,400	3·95	6,600	52 00	1,188 30	577 26
Little Black River	312·95	1-55′ thro. pl. gr. span	" "	72,000	4·15	9,700	52 00	3,492 40	1,902 42
Manie River	316·95	1-50′ dk.pl gr. span	" "	48,000	3·95	9,000	52 00	2,364 00	1,237 79
River du Loup	323·45	2-60′ and 1-80′ dk.pl.gr. spans	W. P. McNeil	209,400	4·20	31,000	52 00	10,406 80	5,473 90
River eau Chaude	332·70	1-60′ dk. pl. gr. span	W. P. McNeil	58,500	4·06	10,300	52 00	2,910 70	1,462 87
Outlet Lake Therrien	361·15	1-77′ thro. pl. gr. span	"	119,000	4·25	12,400	52 00	5,702 30	3,349 47
Bras D'Apic, E. Br	369·45	1-60′ dk. pl. gr. span	"	58,500	4·06	10,300	52 00	2,910 70	1,562 03
Bras D'Apic, W. Br	370·45	1-60′ dk. pl. gr. span	"	58,500	4·06	10,300	52 00	2,910 70	1,562 03
Mechant Pouce	375·45	1-60′ dk. pl. gr. span	"	58,500	4·06	10,300	52 00	2,910 70	1,357 64
Fortin's Creek	375·95	1-60′ dk. pl. gr. span	"	58,500	4·06	10,300	52 00	2,910 70	1,573 68
Bras St. Nicholas	380·45	1-33′ thro. pl. gr. span	"	33,000	4·26	6,900	52 00	1,764 60	833 63
Fourche du Pin	396·45	2-70′ dk. pl. gr. and 1-125′ dk. truss spans.	Dom. Br. Co	447,800	4·47	35,700	52 00	21,516 06	12,089 82
Abenakis River	415·25	1-100′ and 2-60′ dk. pl. gr. spans	W. P. McNeil	280,000	4·27	39,200	48 00	13,837 60	6,792 90
Etchemin River	421·09	2-100′ and 2-70′ dk. pl. gr. spans	Dom. Br. Co	451,944	4·72	48,672	55 00	24,008 72	24,008 72
Over Xing Q. C. Ry	433·90	1-66′ thro. pl. gr. span	"	110,968	4·72	11,485	55 00	5,869 37	5,869 37
River le Bras	446·61	1-66′ thro. pl. gr. span	"	144,200	4·72	12,000	55 00	7,472 24	3,892 35
Xing of Creek M. 13.2	447·25	1-40′ dk. pl. gr. span.	"	30,000	4·70	7,800	53 00	1,823 40	786 24
Under Xing I.C.R	457·88	1-88′ thro. pl. gr. span	"	158,000	4·72	13,800	55 00	8,216 60	7,164 34
Highway Viaduct Mile 2·17	458·28	1-50′ and 2-40′ dk. pl. gr. spans	"	66,100	4·72	12,200	55 00	3,790 92	1,783 51
Cap Rouge Highway	463·05	1-89′-20″ thro. truss swing	"					2,200 00	2,200 00
Cap Rouge Viaduct	463·05	32-40′, 27-61′ dk. pl. gr. spans, 1-125′, 1-150′, 1-160′ dk. truss spans-30 towers 40′ span and 1 rocker bent.	"	8,456,297	3·94	613,122	42 00	358,929 22	362,329 22
River aux Pommes	479·95	1-50′ dk. pl. gr. span	"	46,373	4·04	9,378	47 00	2,314 24	2,314 24
Jacques Cartier River	482·45	2-30′, 2-60′, 1-80′ dk. pl. gr. spans, 1-100′ dk. truss span, 2 towers 30′ span and 1 rocker bent.	"	832,881	4·19	50,040	50 00	37,399 71	38,259 71
Portneuf River	489·35	2-60′ and 1-100′ dk. pl. gr. spans	"	265,430	4·09	31,420	47 00	12,332 83	12,332 83

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1912.

DISTRICT 'B' *Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1912.
							$	$	$
Grand Bras d'Arme	499·35	1-40′ dk. pl. gr. spans	Dominion Bridge Co.	33,278	4·44	5,442	52 50	1,763 25	1,763 25
Lachevrotiere River	500·35	1-33′ thro. pl. gr. span	"	33,431	4·84	4,574	52 50	1,858 20	1,858 20
St. Anne River	503·95	2-70′ and 1-100′ dk. pl. gr. spans	"	443,280	4·09	45,044	47 00	20,247 22	20,247 22
River Noire	505·95	2-50′ dk. pl. gr. spans and 1-125′ dk. truss span.	"	358,920	4·18	28,625	47 00	16,348 23	18,603 93
Nigerette River	506·45	1-30′ dk. pl. gr. span	"	20,731	4·44	4,040	52 50	1,132 56	1,132 56
Charest River	511·15	4-30′, 1-45′, 3-60′, 1-75′ dk. pl. gr. spans and 4 towers 30′ span.	"	641,728	3·95	57,342	50 00	28,215 36	34,109 33
Batiscan River	525·75	2-40′, 3-60′ dk. pl. gr. spans, 2-100′, 1-200′ dk. truss spans and 2 towers 40′ span.	"	1,396,453	4·23	101,302	50 00	64,135 06	64,135 06
Batiscan River W. Span	525·75	1-80′ dk. pl. gr. span	"	93,000	4·83	12,400	55 00	5,173 90	2,515 32
Over Xing Highway	531·25	3 skewed girder spans	"	33,277	4·72	7,200	47 00	1,909 07	1,909 07
Tawachiche River	543·45	1-44′ thro. pl. gr. span	"	51,425	4·84	8,338	52 50	2,926 72	2,926 72
Roberge Creek	545·45	1-40′ o to o D.T. thro. pl. gr. span	"	96,405	4·84	14,796	52 50	5,442 79	5,442 79
R. des Eaux Mortes	555·45	1-125′ dk. truss span	"	364,336	5·12	18,100	52 50	19,604 25	19,604 25
River du Milieu	557·45	5-40′, 6-60′, 3-75′, 2-90′ dk. pl. gr. spans, 1-225′ dk. truss span, 2 towers 60′ span and 5 towers 40′ span.	"	3,409,062	4·93	163,570	52 50	176,654 17	176,654 17
1st Xing Brochet River	559·45	1-60′ dk. pl. gr. span	"	58,995	4·44	10,164	52 50	3,152 99	3,152 99
2nd " "	561·95	1-55′ thro. pl. gr. span	"	72,868	4·44	9,320	52 50	3,724 64	3,774 64
3rd " "	562·45	1-55′ thro. pl. gr. span	"	72,324	4·44	9,320	52 50	3,700 49	3,750 49
4th " "	568·95	1-33′ thro. pl. gr. span	"	33,387	4·44	6,968	52 50	1,848 20	1,848 20
5th " "	570·05	1-36′-10″ o to o thro. pl. gr. span	"	60,789	4·44	6,220	52 50	3,025 58	3,025 58
Creek à Beauce	575·45	1-40′ dk. pl. gr. span	"	32,533	4·44	7,696	52 50	1,848 51	1,848 51
Over Xing Q. & L. St. J. Ry	578·70	1-76′ o to o thro. pl. gr. span	"	120,032	4·84	11,340	52 50	6,404 90	6,404 90
Little Bostonnais R	579·95	2-60′ and 1-100′ dk. pl. gr. spans	"	310,486	4·84	35,230	52 50	16,877 10	16,877 10
Big Bostonnais R	585·15	4-90′ dk. pl. gr. spans	"	519,204	4·84	51,882	52 50	27,853 28	27,853 28
Croche River	588·15	4-90′ skewed thro. pl. gr. spans	"	674,266	4·84	41,027	52 50	34,788 39	34,789 39
1st Xing St. Maurice River	589·05	6-140′ thro. truss spans	"	1,951,535	4·98	116,080	52 50	103,280 64	103,280 64
River au Lait	589·35	1-77′ thro. pl. gr. span	"	122,719	4·84	12,450	52 50	6,593 22	6,593 22
Vermilion River	605·45	3-40′, 2-60′, 1-80′, dk. pl. gr. spans 2-125′, 2-225′ dk. truss spans and 3′ towers 40′ span	"	2,744,995	4·22	139,922	48 00	122,555 05	122,555 05

Flamand River	626·45	1-175′ thro. truss span	Dominion Bridge Co.	"	"	517,600	4·43	24,800	51 00	24,194 48	19,844 01
Little Flamand River	634·95	2-55′ and 1-99′ thro. pl. gr. spans	"	"	"	341,000	4·27	29,400	51 00	16,060 10	13,391 88
2nd Xing St. Maurice River	648·45	3-200′ skewed thro. truss spans	"	"	"	1,981,600	4·27	81,200	51 00	88,755 52	79,689 62
3rd Xing St. Maurice River	655·85	3-200′ skewed thro. truss spans	"	"	"	1,958,500	4·27	78,600	51 00	87,736 55	78,661 09
Manan River	657·63	3-180′ skewed thro. truss spans	"	"	"	1,637,400	4·27	71,100	51 00	73,543 08	65,991 46
1st Xing Ribbon River	658·33	2-150′ thro. truss spans	"	"	"	476,500	4·30	40,800	51 00	35,470 30	31,746 37
Atikmahik Creek	662·33	8-60′, 7-30′ dk. pl. gr. span. and 7 towers 30′ span	"	"	"	920,000	4·22	96,000	51 00	43,720 00	36,952 58
Minachin Creek	679·95	1-44′ thro. pl. gr. span	"	"	"	51,000	4·39	6,750	54 00	2,603 40	1,371 00
2nd Xing Ribbon River	681·55	1-150′ thro. truss span	"	"	"	370,000	4·50	21,500	50 00	17,725 00	13,352 68
E. Br. Gatineau River	706·17	2-70′ dk. pl. gr. spans	"	"	"	154,500	4·34	18,356	54 00	7,696 20	6,593 25
Marten River	710·27	9-55′, 8-30′ dk. pl. gr. spans and 8 towers 30′ spans	"	"	"	997,100	4·32	97,900	54 00	48,361 12	42,122 16

DISTRICT 'C.'

Peter Brown Creek	878·99	1-100′ and 2-40′ dk. pl. gr. spans	Canadian Bridge Co.	"	"	209,000	4·68	25,400	54 00	11,152 80	4,710 96
Harricanaw River	887·93	1-300′ thro. truss and 2-70′ dk. pl. gr. spans	"	"	"	1,348,400	4·93	69,900	54 00	70,250 72	23,116 81
Nawapitichin Forks	904·73	4-60′, 3-40′ dk. pl. gr. spans and 3 towers 40′ span	"	"	"	403,000	4·96	48,000	54 00	22,580 80	12,118 62
Deer River	913·83	1-66′ thro. pl. gr. span	"	"	"	96,000	4·96	8,800	54 00	5,236 80	2,521 53
Robertson Lake	915·12	1-77′ thro. pl. gr. span	"	"	"	119,000	4·96	10,000	54 00	6,442 40	3,153 74
Kakameonan River	922·63	1-90′ and 2-50′ dk. pl. gr	"	"	"	216,400	4·64	25,600	54 00	11,423 36	5,709 83
Molesworth River	913·13	1-150′ thro. truss, 1-90′ and 1-40′ dk. pl. gr. spans	"	"	"	519,000	4·96	36,800	54 00	27,729 60	9,568 00
3rd Xing South River	940·83	1-50′ dk. pl. gr. span	"	"	"	58,500	4·72	8,000	54 00	3,193 20	1,980 42
Whitefish River	942·13	1-275′ thro. truss span	"	"	"	1,116,000	4·93	35,000	54 00	56,908 80	46,906 39
Okikodasik River	956·73	1-200′ thro. truss and 2-80′ dk. pl. gr. spans	"	"	"	808,200	4·88	46,000	54 00	41,924 16	35,563 46

DISTRICT 'D.'

Circle River	987·37	1-200′ thro. truss span	"	"	"	616,284	4·35	24,081	50 00	28,012 40	28,012 40
Low Bush River	987·62	1-200′ thro. truss span	"	"	"	617,888	4·35	24,081	50 00	28,082 18	28,082 18
Mistongo River	1002·12	11-30′, 11-60′, 1-80′ dk. pl. gr. spans and 11 towers 30′ span	Ham. Br. W. Co.			1,785,239	3·58	145,120	51 00	71,312 67	71,312 67
Sucker Creek	1010·68	1-30′ dk. pl. gr. span	"	"		23,350	4·75	6,350	58 00	1,477 43	1,297 23
Abitibi River	1020·12	4-30′, 2-57′ 10″, 3-60′ dk. pl. gr. spans 2-210′ dk. truss spans 4 towers 30′ span and 1 rocker bent	"	"		2,270,526	3·86	114,100	50 50	93,404 35	93,404 35
Brule Creek M. 99	1024·12	1-60′ dk. pl. gr. span	"	"		61,900	4·70	10,440	51 00	3,441 74	3,014 05
Frederichouse River	1034·41	3-40′ 5-60′ dk. pl. gr. spans 1-200′ dk. truss span and 3 towers 40′ span	"	"		1,341,480	4·60	85,251	51 00	66,055 88	66,055 88

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1912.

SECTION 'D'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber F.B.M.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
					cts.		$	$	$
Buskegow River	1038·60	2-60′ and 1-90′ dk. pl. gr. spans	Ham. Br. W. Co.	255,110	4·60	30,550	51 00	13,293 11	13,293 11
Driftwood River	1048·62	2-50′ and 1-100′ dk. pl. gr. spans	" "	255,173	4·60	29,432	51 00	13,238 99	13,238 99
Mattagama River	1060·12	2-260′ thro. truss spans	Canadian Bridge Co.	2,018,100	4·30	68,300	50 00	90,193 30	82,806 89
Poplar Rapids River	1066·62	2-50′ and 1-70′ dk. pl. gr. spans	Ham. B. W. Co.	183,005	4·55	24,414	53 00	9,620 67	9,620 67
Wellington Creek	1074·37	1-70′ dk. pl. gr. spans	" "	80,213	4·55	11,528	53 00	4,260 67	4,260 67
Ground Hog River	1078·62	2-250′ thro. truss spans	Canadian Bridge Co.	1,934,180	4·57	63,264	54 00	91,808 29	91,808 29
Brule Creek M. 156	1081·12	1-55′ thro. pl. gr. span	Ham. B. W. Co.	74,060	4·75	9,330	58 00	4,058 99	3,552 89
Marten Creek	1083·12	1-35′ dk. pl. gr. span	" "	26,100	4·75	7,200	58 00	1,657 35	1,455 03
Bass River	1093·72	1–55′ thro. pl. gr. span	Canadian Bridge Co.	75,200	4·96	8,300	54 00	4,178 12	3,525 35
Kapuskasing R. E. Br.	1098·12	2-100′ dk. pl. gr. spans	" "	298,000	4·55	27,600	54 00	15,049 40	13,142 08
Kapuskasing R. W. Br.	1098·12	3-100′ dk. pl. gr. spans	" "	456,400	4·55	41,500	54 00	23,007 20	20,088 39
Lost River	1106·72	1-100′ dk. pl. gr. span	" "	148,000	4·61	14,000	54 00	7,578 80	6,635 12
Solomon Creek	1112·12	1-30′ dk. pl. gr. span	" "	21,000	4·82	4,300	54 00	1,244 40	671 71
Opazitka River	1119·12	1-200′ thro. truss span	" "	619,400	4·93	25,600	54 00	31,918 82	27,044 08
Montcalm Creek	1123·42	1-44′ thro. pl. gr. span	" "	74,000	4·96	4,700	54 00	3,924 20	2,397 63
Crow Creek	1129·12	1-44′ thro. pl. gr. span	" "	53,200	4·96	6,100	54 00	2,968 12	1,721 96
Missinabi River	1138·82	7-100′ & 2-80′ dk. pl. gr. spans	Ham. B. W. Co.	1,300,700	4·41	117,700	54 50	63,775 52	54,468 92
McIlwarth Creek	1154·12	1-50′ dk. pl. gr. span	Canadian Bridge Co.	46,200	4·76	7,400	54 00	2,598 72	1,518 36
Nelles Creek	1154·62	1-40′ dk. pl. gr. span	" "	30,000	4·76	5,700	54 00	1,735 80	1,026 82
Mattawishquia River	1155·87	2-40′, 2-90′ & 1-100′ dk. pl. gr. spans	" "	457,000	4·61	49,300	54 00	23,729 90	11,829 91
Valentine Creek	1172·12	2-50′ & 1-80′ dk. pl. gr. spans	" "	184,300	4·68	23,500	54 00	9,894 24	4,835 56
			DISTRICT "F"						
Sturgeon R., Mile 94	1522·04	1–220′ thro. truss span	Canadian Bridge Co.	734,322	4·67	29,940	50 00	35,789 84	35,789 84
Sturgeon R., Mile 119·5	1547·54	3 D.T. Skewed thro. truss spans	" "	2,313,000	4·67	102,000	50 00	113,117 10	88,284 03
Sioux Lookout River	1554·49	1–88′ thro. pl. gr. and 1–175′ thro. truss spans	" "	675,429	4·67	35,470	50 00	33,316 03	33,346 19
1st Xing Edith Creek	1587·29	1–24′–4″ o. to o. dk. pl. gr. span	Canada Foundry Co.	15,224	5·07	5,700	48 00	1,045 46	1,045 46

2nd Xing Edith Creek	1587·69	1–24′–4″ o. to o. dk. pl. gr. span	Canada Foundry Co.	15,221	5·07	5,700	48 00	1,045 46	1,045 43
Wabiggon River	1626·29	2–40′ & 1-93′ o. to o. dk. pl. gr. spans	Canadian Bridge Co.	182,832	5·70	27,100	50 00	11,776 42	11,776 42
Creek Xing Mile 108	1662·29	1–20′–4″ o. to o. thro. pl. gr. span	Canada Foundry Co.	20,016	4·90	4,720	48 00	1,207 34	1,207 34
Creek Xing Mile 118·25	1672·54	1–20′–4″ o. to o. thro. pl. gr. span	" "	20,016	4·90	4,720	48 00	1,207 34	1,207 34
Macfarlane River	1684·29	1–100′ dk. pl. gr. span	" "	147,384	4·70	16,310	48 00	7,709 93	7,709 94
Winnipeg River	1689·29	1–100′ dk. pl. gr. span	Canadian Bridge Co.	146,450	5·70	58,869	50 00	93,822 21	93,822 21
		1 300′ thro. truss span	" "	1,196,103	6·90				
Creek Xing M. 158·75	1713·04	1–20′–4″ o. to o. thro. pl. gr. span	Canada Foundry Co.	20,016	4·90	4,720	48 00	1,207 34	1,207 34
Over Xing C.P.R.	1735·89	2 50′ dk. pl. gr. & 1-78′ thro. pl. gr. spans	Canadian Bridge Co.	228,390	5·70	26,636	50 00	14,350 03	14,350 03
Whitemouth River	1748·79	2–90′ dk. pl. gr. spans	" "	231,474	5·70	27,812	50 00	14,584 62	14,584 62
Brokenhead R. E. Br	1763·69	1–89′–10″ o. to o. thro. pl. gr. span	" "	173,989	5·70	12,603	50 00	10,547 52	10,547 52
Brokenhead R. W. Br	1770·29	1–59′–10″ o. to o. thro. pl. gr. span	" "	98,502	5·70	9,250	50 00	6,077 11	6,077 11
Over Xing Highway M. 245·9	1802·15	1–55′ D.T. dk. pl. gr. span	" "	176,260	4·40	Concrete $23.00 per l. ft.		9,063 80	6,628 16
Over Xing Russell St	1802·35	4 55′ D.T. dk. pl. gr. span	" "	141,100	4·40	" "		7,575 84	5,585 78
Over Xing C.P.R. & Bickerton St	1802·65	1–100′ D.T. pony truss	" "	918,500	4·60	53,000 & concrete $23.00 per l. ft.	52 00	46,548 00	40,500 41
Over Xing Archibald St	1802·75	4–31′–9″, 1–67′ D.T. dk. pl. gr. spans and 2 towers 31′–9″ span	" "	246,500	4·40	" "		12,755 00	9,428 86
Seine River	1802·95	1–81′ D.T. dk. pl. gr. span	" "	819,200	4·55	80,000	52 00	41,433 60	36,821 00
Over Xing Highway M. 246·85	1803·09	1–100′, 4 50′ and 2–30′ dk. pl. gr. spans and 2 towers 30′ span	C. B. & E. Co.	164,200	4·50	14,800	40 00	7,981 00	6,464 84
Over Xing C.N.R	1803·34	1–71′–8″ D.T. dk. pl. gr. span	Canadian Bridge Co.	703,000	4·50	62,500	40 00	34,135 00	25,207 01
Over Xing St. Joseph St	1803·85	Viaduct	" "	192,200	4·40	Concrete $23.00 per l. ft.		10,135 80	6,313 93
Over Xing Tache Ave	1803·94	1–71′ D.T. dk. pl. gr. span	Dominion Bridge Co.	6,474,200	4·39	351,400	35 00	331,014 60	265,443 68
Red River	1803·95	1–71′ D.T. dk. pl. gr. span	" "	182,000	11·00	(Concrete $7,725.00)			
		4 150′ thro. truss spans	" "						
		1 lift span and viaduct, electrical equipment, &c., ($12,580)	" "						
Over Xing C.N.R	1803·95	1–55′–4″ D.T. thro. pl. gr. span	" "						

STATEMENT of Expenditure for the year ended March 31, 1912.

CHEQUES ISSUED.

1911.	Contracts.	Accounts Payable.	Pay Rolls.
	$	$	$
April		82,046 32	16,284 69
May	1,010,755 05	184,991 22	86,421 51
June	1,389,067 29	193,166 01	94,688 48
July	1,776,369 98	1,675,166 70	90,955 08
August	1,936,674 91	210,020 91	102,716 34
September	1,812,218 56	217,118 98	90,207 55
October	15,290 11	55,066 15	98,222 44
November	6,011 29	1,293,106 81	91,966 03
December	3,682,732 72	384,890 60	84,236 86
1912.			
January	1,355,387 51	223,752 84	81,298 72
February	1,046,432 86	234,541 98	80,220 77
March	530,781 08	220,385 10	76,931 75
April	553,917 41	56,933 67	65,480 42
	15,115,638 77	5,031,187 29	1,059,630 64

SUMMARY.

Contracts	$ 15,115,633 77
Accounts payable	5,031,187 29
Pay rolls	1,059.630 64
	$ 21,206,456 70
Less amount deposited to the credit of the Receiver General	95,462 80
Total expenditure	$ 21,110,993 90

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

SUMMARY.

Headquarters		$ 236,142 92
District 'A'—Construction	$1,776,024 33	
" 'B'— "	5,589,756 77	
" 'C'— "	1,339,684 63	
" 'D'— "	4,489,277 45	
" 'E'— "	2,810,468 96	
" 'F'— "	4,802,750 26	
		20,807,962 40
District 'B'—Transport	$ 16,614 23	
" 'C'— "	9,351 82	
" 'D'— "	20,879 89	
" 'E'— "	12,599 20	
" 'F'— "	7,443 44	
		66,888 58
		$21,110,993 90

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

HEADQUARTERS.

	Dr.	Cr.
Accounting Department	$ 30,265 63	
Commissioners' "	32,542 96	
Engineering "	70,906 82	
Purchasing "	15,788 60	
Supplies	6,219 28	
Furniture and fixtures	1,212 11	
Freight and express	1,245 37	
Telegraph and telephone	3,010 53	
Rent	13,942 68	
Insurance	1,153 18	
Travelling expenses	4,245 44	
Advance account	5,425 00	
General expenses	47,710 57	
Legal expenses	7,875 02	
Medical expenses	1,575 00	
Stock account		$5,641 79
Per diem charges		2,202 08
Right-of-way and station grounds	868 60	
	$243,986 79	$7,843 87
Less credits	7,843 87	
	$236,142 92	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

DISTRICT 'A.'

	DR.	CR.
Engineering	$ 78,544 68	
Right-of-way and station grounds	119,283 07	
Instruments	.....	$ 318 31
Contract reserve	456,071 30	
Supplies	5,584 56	
General expenses	11,174 70	
Camp outfit	47 02	
Freight and expenses	635 16	
Grading	511,816 15	
Clearing	2,182 57	
Grubbing	2,918 50	
Bridges, trestles and culverts	181,463 20	
Ties	.....	16,982 71
Rails	70,176 03	
Crossings, cattle-guards and signs	3,596 71	
Track fastenings	8,072 31	
Track laying and surfacing	12,172 64	
Frogs and switches	5,497 62	
Interlocking or signal apparatus	5,969 57	
Fencing right of way	10,088 57	
Telegraph lines	10,049 23	
Legal expenses	67 95	
Ballast and ballasting	59,747 71	
Water stations	21,217 87	
Station buildings and fixtures	30,124 56	
Yards and terminals	77,850 80	
Tunnels	395 40	
Shops, roundhouses and turntables	108,577 47	
	$1,793,325 35	$17,301 02
Less credits	17,301 02	
	$1,776,024 33	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

DISTRICT 'B.'

General expenses	$ 59,094 00
Right-of way and station grounds	128,830 12
Instruments	85 61
Contract reserve	11,550 93
Supplies	33,892 46
Bridges, trestles and culverts	593,790 27
Engineering	190,729 35
Camp outfit	5,181 85
Freight and express	4,974 68
Medical fees	10 07
Clearing	42,723 75
Grading	2,851,488 99
Grubbing	9,843 37
Furniture	1,204 90
Rails	458,886 60
Track fastenings	90,485 31
Shop machinery and tools	13,179 76
Frogs and switches	21,295 05
Miscellaneous structures	724 30
Track laying and surfacing	65,244 59
Fencing right of way	25,867 15
Crossings, cattle-guards and signs	3,179 51
Telegraph lines	36,861 28
Interlocking or signal apparatus	62 15
Ballast and ballasting	142,025 74
Water stations	33,765 16
Shops, roundhouses and turntables	61,017 34
Yards and terminals	494,851 21
Stations buildings and fixtures	68,088 77
Ties	140,722 50
	$5,589,756 77

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

DISTRICT 'C.'

	DR.	CR.
Engineering	$ 60,575 62	
Instruments		$ 174 62
Supplies	17,323 32	
Camp outfit	3,664 84	
Freight and express	518 82	
General expenses	10,486 74	
Medical fees	17 31	
Furniture	7 81	
Bridges, trestles and culverts	546,720 36	
Contract reserve	41,176 75	
Grading	374,634 83	
Clearing	37,661 30	
Grubbing	7,542 28	
Ties	56,159 35	
Rails	96,714 11	
Track fastenings	9,418 52	
Ballast and ballasting	18,610 00	
Telegraph lines	19,222 35	
Frogs and switches	672 94	
Water stations	8,804 00	
Tracklaying and surfacing	29,928 00	
	$1,339,859 25	$ 174 62
Less credit	174 62	
	$1,339,684 63	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

DISTRICT 'D.'

	Dr.	Cr.
Engineering	$ 126,888 65	
Instruments		$ 119 72
General expenses	31,421 72	
Supplies	32,084 62	
Station buildings and fixtures	27,273 53	
Shops, roundhouses and turntables	79,574 29	
Camp outfit	3,576 44	
Freight and express	1,311 30	
Medical service	52 60	
Furniture	115 36	
Clearing	47,490 42	
Rails	644,990 26	
Grubbing	64,548 08	
Grading	1,902,405 88	
Contract reserve	180,249 99	
Bridges, trestles and culverts	826,592 38	
Track fastenings	80,280 93	
Ties	222,914 96	
Frogs and switches	18,700 36	
Track laying and surfacing	43,997 75	
Ballast and ballasting	95,422 12	
Miscellaneous structures	16,368 18	
Legal expenses	60 00	
Water stations	29,718 08	
Telegraph lines	13,359 27	
	$4,489,397 17	$ 119 72
Less credit	119 72	
	$4,489,277 45	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

DISTRICT 'E.'

	Dr.	Cr.
Freight and express	$ 2,567 38	
Instruments	.....	$ 16 49
Supplies	15,059 38	
Engineering	88,948 42	
Camp outfit	611 27	
General expenses	9,921 73	
Ties	88,810 55	
Furniture	189 70	
Frogs and switches	17,065 31	
Contract reserve	.....	$13,935 67
Clearing	100,957 67	
Grading	1,265,957 54	
Grubbing	79,084 50	
Bridges, trestles and culverts	41,170 03	
Ballast and ballasting	231 25	
Tunnels	1,200 00	
Miscellaneous structures	85 20	
Track fastenings	143,998 86	
Rails	968,059 83	
Telegraph lines	502 50	
	$2,824,421 12	$13,952 16
Less credits	13,952 16	
	$2,810,468 96	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Concluded.*

DISTRICT 'F.'

	Dr.	Cr.
Instruments	$ 182 74	
Supplies	31,072 54	
Right-of-way and station grounds	117,198 29	
Freight and express	6,877 98	
Camp outfit	1,470 40	
Medical fees	25 84	
Shop machinery and tools	449,618 79	
Contract reserve	.....	$40,056 89
Clearing	19,342 44	
Bridges, trestles and culverts	432,906 17	
Legal expenses	512 81	
Rails	187,767 97	
Miscellaneous structures	45,848 15	
Furniture	212 11	
Track laying and surfacing	45,549 98	
Frogs and switches	11,569 43	
Fuel stations	41,120 00	
Ballast and ballasting	83,178 99	
Fencing right-of-way	2,436 71	
Crossings, cattle-guards and signs	.....	407 55
Telegraph lines	5,303 99	
Water stations	72,837 23	
Station buildings and fixtures	93,816 72	
Shops, roundhouses and turntables	849,455 22	
Yards and terminals	128,204 60	
Ties	109,506 31	
Engineering	151,528 34	
General expenses	37,230 65	
Grubbing	6,190 89	
Track fastenings	51,643 64	
Grading	1,859,627 74	
Interlocking or signal apparatus	972 03	
	$4,843,208 70	$40,458 44
Less credits	40,458 44	
	$4,802,750 26	

D. HOCTOR,

Chief Accountant.

STATEMENT of Liabilities on March 31, 1912.

Ten per cent reserved on contracts:—		
District 'A'	$123,296 53	
" 'B'	515,299 13	
" 'C'	136,534 06	
" 'D'	260,357 47	
" 'E'	148,507 94	
" 'F'	549,024 16	
		$1,733,019 29
Outstanding time checks		2,763 59
Contingent Liabilities:—		
Unclaimed cheques deposited to the credit of the Receiver General		1,295 70
		$1,737,078 58

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912.

From September, 1904, to June 30, 1905	$ 778,363 63
For the year ended June 30, 1906 (including amount paid by the Finance Department to the Grand Trunk Pacific Railway Co. for the surveys east of Winnipeg taken over by the Commissioners, viz.: $352,191.73)	1,831,263 50
For the nine months ended March 31, 1907	5,537,867 50
For the year ended March 31, 1908	18,910,449 41
" " " 1909	24,892,772 98
" " " 1910	19,968,126 86
" " " 1911	23,487,853 73
" " " 1912	21,110,993 90
Total expenditure	$116,517,691 51

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912.

CHEQUES ISSUED.

—	Pay Rolls.	Accounts Payable.	Contracts.
Year 1904–05	$ 428,225 66	$ 385,445 79	.....
" 1905–06	761,942 45	714,771 65	$ 51,239 08
" 1906–07	646,924 55	954,692 38	3,993,640 06
" 1907–08	1,002,535 82	2,346,786 77	15,637,591 05
" 1908–09	1,215,423 52	2,627,644 48	21,129,957 36
" 1909–10	1,202,445 12	2,174,880 68	16,694,267 68
" 1910–11	1,187,151 09	3,700,007 96	18,678.176 31
" 1911–12	1,059,630 64	5,031,187 29	15,115,638 77
	$7,504,278 85	$17,935,416 99	$91,300,510 31

SUMMARY.

Cheques issued for pay rolls	$ 7,504,278 85
" " " accounts payable	17,935,416 99
" " " contracts	91,300,510 31
	$116,740,206 15
Less amount deposited to the credit of the Receiver-General	574,706 37
	$116,165,499 78
Special item paid by Finance Department in 1905 for surveys made by the Grand Trunk Pacific Railway east of Winnipeg	352,191 73
Total Expenditure	$116,517,691 51

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

SUMMARY.

Headquarters		$ 1,747,988 17
Location—District 'A'	$ 304,367 85	
" " 'B'	569,488 50	
" " 'C'	529,261 81	
" " 'D'	446,018 32	
" " 'E'	257,543 94	
" " 'F'	836,648 42	
		2,943,328 85
Construction—District 'A'	$16,765,382 37	
" " 'B'	37,443,069 05	
" " 'C'	3,196,141 01	
" " 'D'	13,441,597 66	
" " 'E'	4,981,944 28	
" " 'F'	34,781,026 47	
		110,609,160 84
Transport—District 'B'	$ 83,960 69	
" " "C'	431,175 54	
" " 'D'	337,065 35	
" " 'E'	232,948 14	
" " 'F'	132,063 93	
		1,217,213 65
Total expenditure		$116,517,691 51

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

HEADQUARTERS.

Accounting Department	$ 134,493 79
Purchasing "	81,431 60
Commissioners' "	254,973 51
Engineering "	373,704 22
Supplies	46,961 42
Furniture and fixtures	24,142 74
Freight and express	13,175 18
Telegraph and telephone	21,813 38
Rent	81,668 33
Insurance	13,436 60
Travelling expenses	37,789 03
Advance account	234,916 81
General expenses	301,822 36
Legal expenses	36,495 02
Medical expenses	3,710 55
Stock account	57,123 36
Per diem charges	2,716 03
Ties	2,961 33
Instruments	12,484 96
Audit Grand Trunk Pacific railway accounts (special)	1,617 80
Transport	9,681 55
Right-of-way and station grounds	868 60
	$1,747,988 17

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

DISTRICT 'A.'

	DR.	CR.
Engineering	$ 680,487 75	
Right-of-way and station grounds	472,599 22	
Instruments	62 30	
Contract reserve	.....	$123,296 53
Supplies	102,388 62	
General expenses	192,823 93	
Camp outfit	7,109 51	
Freight and express	8,606 89	
Furniture	1,999 64	
Grading	8,100,795 76	
Clearing	158,243 35	
Grubbing	98,242 70	
Bridges, trestles and culverts	3,523,725 68	
Ties	453,738 25	
Rails	1,528,316 51	
Crossings, cattle-guards and signs	16,898 80	
Track fastenings	227,718 46	
Track laying and surfacing	148,586 21	
Frogs and switches	38,892 64	
Interlocking or signal apparatus	18,625 96	
Fencing right-of-way	128,956 97	
Telegraph lines	72,390 37	
Legal expenses	2,346 59	
Ballast and ballasting	481,501 14	
Water stations	152,084 38	
Station buildings and fixtures	30,133 20	
Yards and terminals	79,561 26	
Tunnels	51,034 47	
Shops, roundhouses and turntables	110,030 15	
Medical service	644 23	
Miscellaneous structures	133 96	
	$16,888,678 90	$123,296 53
Less credit	123,296 53	
	$16,765,382 37	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

DISTRICT 'B.'

	Dr.	Cr.
Instruments	.....	$ 3,008 56
Supplies	$ 238,941 70	
Engineering	1,194,610 28	
Camp outfit	35,510 48	
General expenses	271,769 38	
Freight and express	29,372 03	
Right-of-way	986,901 77	
Grading	21,301,864 54	
Clearing	336,980 07	
Grubbing	96,873 18	
Bridges, trestles and culverts	6,935,471 53	
Furniture and fixtures	11,008 69	
Rails	2,909,882 86	
Track fastenings	479,876 02	
Frogs and switches	62,556 74	
Ties	1,049,297 05	
Track laying and surfacing	421,769 80	
Fencing right-of-way	175,475 90	
Crossings, cattle-guards and signs	25,506 82	
Telegraph lines	82,690 30	
Ballast and ballasting	395,822 94	
Water stations	76,222 53	
Miscellaneous structures	7,443 63	
Station buildings and fixtures	70,874 12	
Contract reserve	.....	515,299 13
Medical service	1,124 82	
Legal expenses	688 53	
Tunnels	66,016 60	
Interlocking or signal apparatus	15,362 15	
Yards and terminals	604,957 66	
Shop machinery and tools	15,487 28	
Shops, roundhouses and turntables	61,017 34	
	$37,961,376 74	$518,307 69
Less credits	518,307 69	
	$37,443,069 05	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

DISTRICT 'C.'

	Dr.	Cr.
Engineering	$ 170,666 02	
Instruments	740 54	
Supplies	48,832 83	
Camp outfit	7,620 82	
Freight and express	3,559 67	
General expenses	26,192 39	
Medical fees	824 23	
Furniture	824 23	
Shop machinery and tools	576 38	
Bridges, trestles and culverts	743,873 34	
Contract reserve		$136,534 06
Grading	1,651,880 92	
Clearing	135,986 20	
Grubbing	69,375 24	
Ties	192,270 74	
Rails	178,454 25	
Track fastenings	11,532 52	
Ballast and ballasting	18,622 50	
Telegraph lines	20,009 85	
Legal expenses	291 73	
Frogs and switches	672 94	
Water stations	8,804 00	
Track laying and surfacing	41,789 55	
Yards and terminals	17 50	
	$3,332,675 07	$136,534 06
Less credit	136,534 06	
	$3,196,141 01	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

DISTRICT 'D.'

	Dr.	Cr.
Instruments	$ 2,538 30	
Supplies	126,704 42	
Engineering	482 428 27	
Camp outfit	25,907 68	
General expenses	133,086 89	
Freight and express	11,199 42	
Furniture and fixtures	2,433 56	
Right-of-way	4,110 95	
Clearing	279,196 97	
Bridges, trestles and culverts	2,771,221 34	
Rails	2,086,666 84	
Grading	5,905,167 66	
Grubbing	230,874 03	
Track fastenings	303,408 94	
Ties	638,734 80	
Yards and terminals	9,337 32	
Frogs and switches	45,288 70	
Track laying and surfacing	160,685 48	
Ballast and ballasting	219,313 57	
Water stations	73,590 88	
Telegraph lines	45,804 28	
Contract reserve		$260,357 47
Medical service	1,461 47	
Legal expenses	87 50	
Tunnels	4,985 13	
Interlocking or signal apparatus	2, 800 00	
Crossings, cattle-guards and signs	650 00	
Shop machinery and tools	12 60	
Miscellaneous structures	27,410 31	
Station buildings and fixtures	27,273 53	
Shops, roundhouses and turntables	79,574 29	
	$13,701,955 13	$260,357 47
Less credit	260,357 47	
	$13,441,597 66	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Continued.*

DISTRICT 'E.'

	Dr.	Cr.
Instruments	$ 797 03	
Supplies	48,973 38	
Engineering	221,773 03	
Camp outfit	4,263 40	
General expenses	35,315 13	
Freight and express	7,257 41	
Furniture	539 54	
Clearing	181,726 16	
Grading	2,926,126 57	
Grubbing	126,498 81	
Bridges, trestles and culverts	333,396 93	
Contract reserve	.....	$148,507 94
Ties	105,252 20	
Right-of-way	151 60	
Tunnels	1,980 00	
Miscellaneous structures	4,086 16	
Frogs and switches	18,751 33	
Ballast and ballasting	881 25	
Medical service	121 10	
Track fastenings	143,998 86	
Rails	968,059 83	
Telegraph lines	502 50	
	$5,130,452 22	$148,507 94
Less credit	148,507 94	
	$4,981,944 28	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912—*Concluded.*

DISTRICT 'F.'

	DR.	CR.
Instruments	$ 994 24	
Supplies	244.177 50	
Engineering	1,029,917 08	
Right-of-way	733,899 73	
General expenses	251,549 40	
Freight and express	28,257 80	
Camp outfit	18,789 10	
Medical fees	1,356 83	
Grading	20,447,097 16	
Clearing	327,182 12	
Grubbing	68,483 47	
Bridges, trestles and culverts	3,250,040 84	
Rails	2,362,316 30	
Track fastenings	395,433 94	
Ties	755,229 33	
Furniture	2,337 49	
Track laying and surfacing	244,974 02	
Frogs and switches	83,764 45	
Fencing right of way	40,532 32	
Ballast and ballasting	483,446 37	
Telegraph lines	76,632 80	
Water stations	323,283 95	
Shops, roundhouses and turntables	2,362,534 86	
Yards and terminals	368,406 39	
Station buildings and fixtures	252,871 09	
Contract reserve	.....	$549,024 16
Shop machinery and tools	876,509 89	
Legal expenses	1,869 75	
Crossings, cattle-guards and signs	3,955 44	
Tunnels	195,297 40	
Miscellaneous structures	56,817 54	
Fuel stations	41,120 00	
Interlocking or signal apparatus	972 03	
	$35,330,050 63	$549,024 16
Less credit	549,024 16	
	$34,781,026 47	

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1912—*Continued.*

TRANSPORT—DISTRICT 'B.'

Pay rolls	$7,148 40	
Supplies	974 72	
Camp outfit	10 04	
Freight and express	7,720 13	
General expenses	599 59	
Travelling expenses	161 35	
		$16,614 23

TRANSPORT—DISTRICT 'C.'

Pay rolls	$4,284 70	
Supplies	1,716 37	
Camp outfit	44 83	
Freight and express	3,025 36	
General expenses	198 36	
Travelling expenses	82 20	
		9,351 82

TRANSPORT—DISTRICT 'D.'

Pay rolls	$5,232.45	
Supplies	6,053 36	
Camp outfit	276 35	
Freight and express	8,719 36	
General expenses	497 62	
Travelling expenses	100 75	
		20,879 89

TRANSPORT—DISTRICT 'E.'

Pay rolls	$3,261 21	
Supplies	2,318 73	
Camp outfit	42 77	
Freight and express	5,196 29	
General expenses	1,125 40	
Travelling expenses	354 80	
		$12,599 20

TRANSPORT—DISTRICT 'F.'

Pay rolls	$3,003 25	
Supplies	1,873 91	
Freight and express	1,755 98	
General expenses	736 25	
Travelling expenses	74 05	
		7,443 44
Total		$66,888 58

D. HOCTOR,

Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1912.

SUMMARY.

Instruments	$	2,123 85
Supplies		810,018 45
Engineering		3,799,882 43
Camp outfit		99,200 99
General expenses		910,737 12
Freight and express		88,053 22
Medical service		4,989 36
Right-of-way and station grounds		2,197,663 27
Furniture		19,143 15
Grading		60,332,932 61
Clearing		1,419,314 87
Grubbing		690,347 43
Bridges, trestles and culverts		17,557,729 66
Ties		3,194,522 37
Rails		10,033,696 59
Crossings, cattle-guards and signs		47,011 06
Track laying and surfacing		1,017,805 06
Frogs and switches		249,926 80
Interlocking or signal apparatus		37,760 14
Fencing right-of-way		344,965 19
Telegraph lines		298,030 10
Legal expenses		5,284 10
Ballast and ballasting		1,599,587 77
Water stations		633,985 74
Station buildings and fixtures		381,151 94
Yards and terminals		1,062,280 13
Tunnels		319,313 60
Track fastenings		1,561,968 74
Shops, roundhouses and turntables		2,613,156 64
Shop machinery and tools		892,586 15
Miscellaneous structures		95,891 60
Fuel stations		41,120 00
	$	112,342,180 13
Less contract reserve		1,733,019 29
Construction	$	110,609,160 84
Location		2,943,328 85
Transport		1,217,213 65
Headquarters		1,747,988 17
Total	$	116,517,691 51

D. HOCTOR,

Chief Accountant.

STATEMENT of Liabilities on March 31, 1912.

Ten per cent reserved on Contracts.

District 'A'	$123,296 53	
" 'B'	515,299 13	
" 'C'	136,534 06	
" 'D'	260,357 47	
" 'E'	148 507 94	
" 'F'	549,024 16	
		$1,733,019 29
Outstanding time cheques		2,763 59
Contingent liabilities—		
Unclaimed cheques deposited to the credit of the Receiver General		1,295 70
		$1,737,078 58

D. HOCTOR,

Chief Accountant.

OTTAWA, May 6, 1912.

To the Commissioners of the Transcontinental Railway.

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31, 1912.

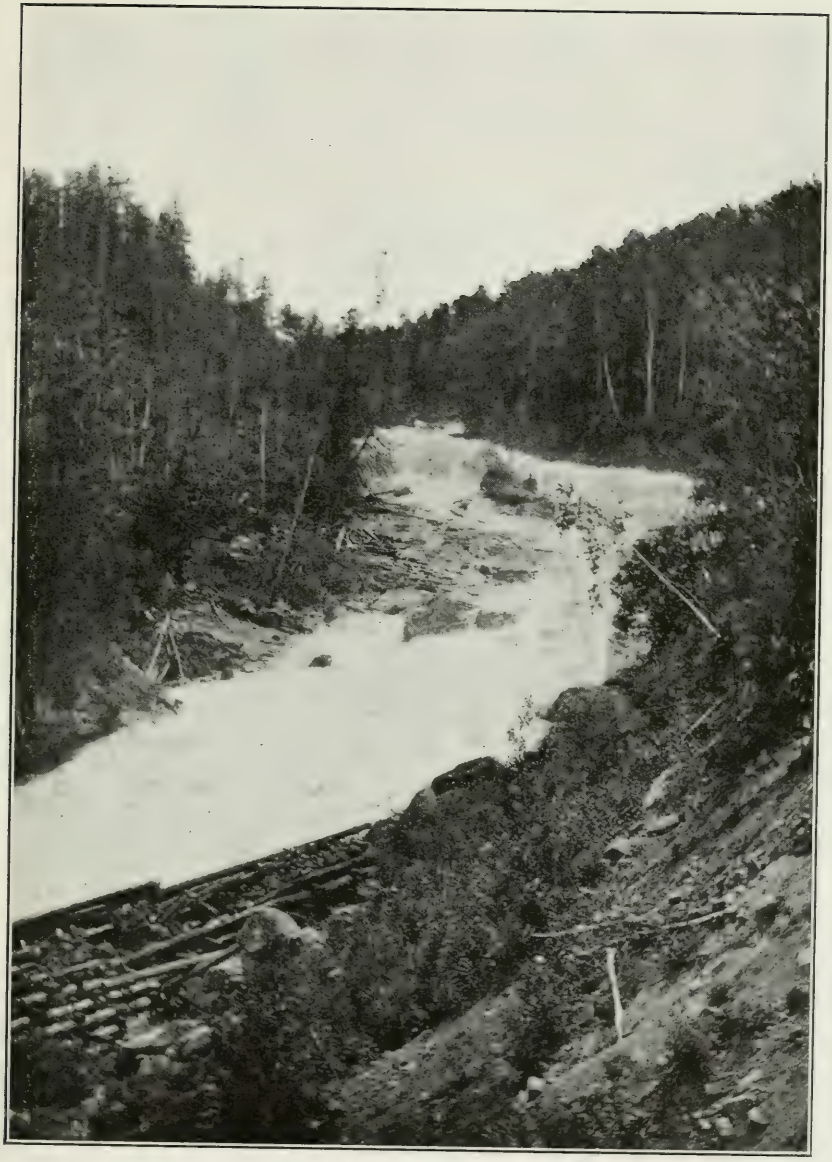
Prince Edward island	$ 242 90
Nova Scotia	35,837 68
New Brunswick	5,576 44
Quebec	200,839 16
Ontario	144,978 67
Manitoba	17,418 83
Saskatchewan	145 60
Alberta	231 07
British Columbia	3,589 20
United States	6,755 81
Great Britain	1,220 75
	416,836 11

I have the honour to be,

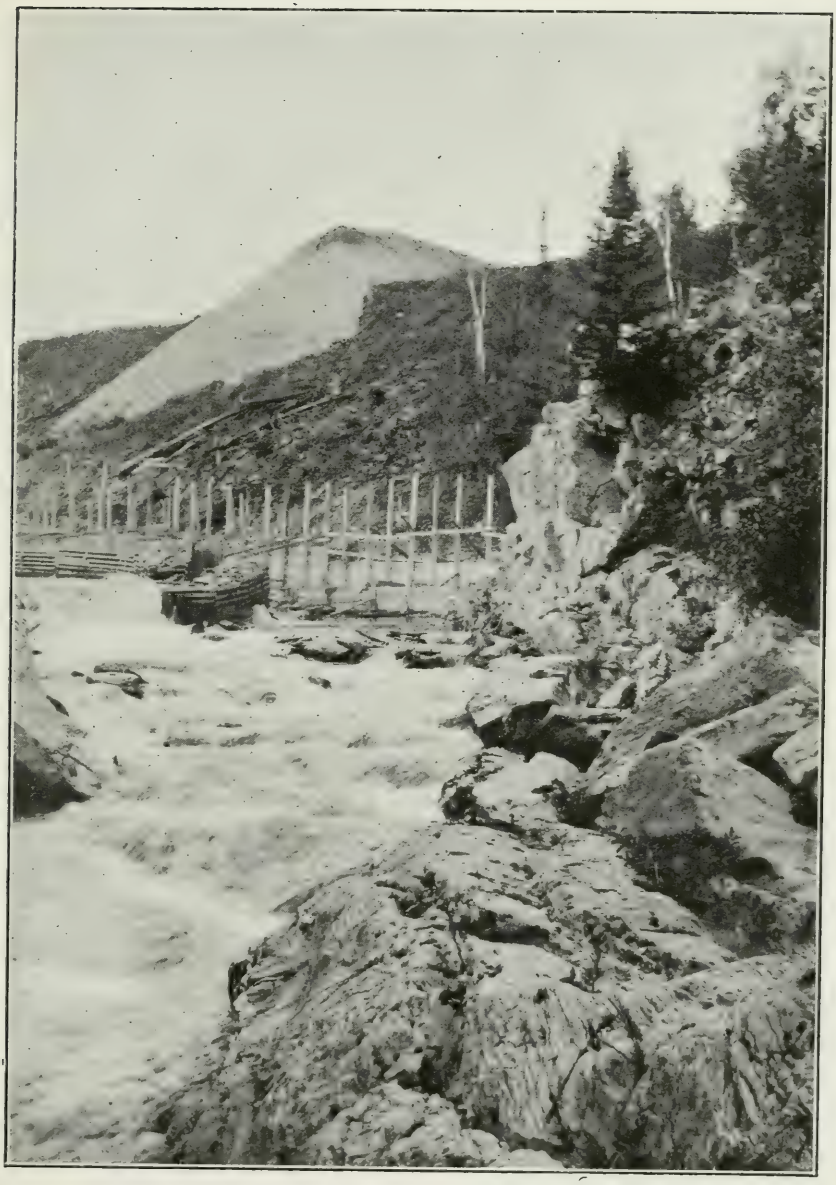
Your obedient servant,

A. L. OGILVIE,

General Purchasing Agent.

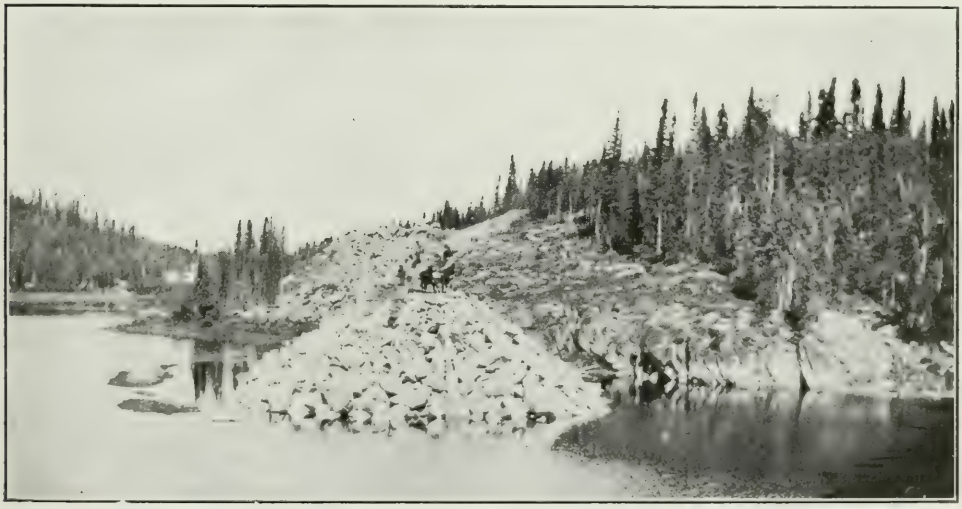


Little Bostonnais River, Quebec. From N. T. Ry. Bridge. Mile 580 from Moncton.

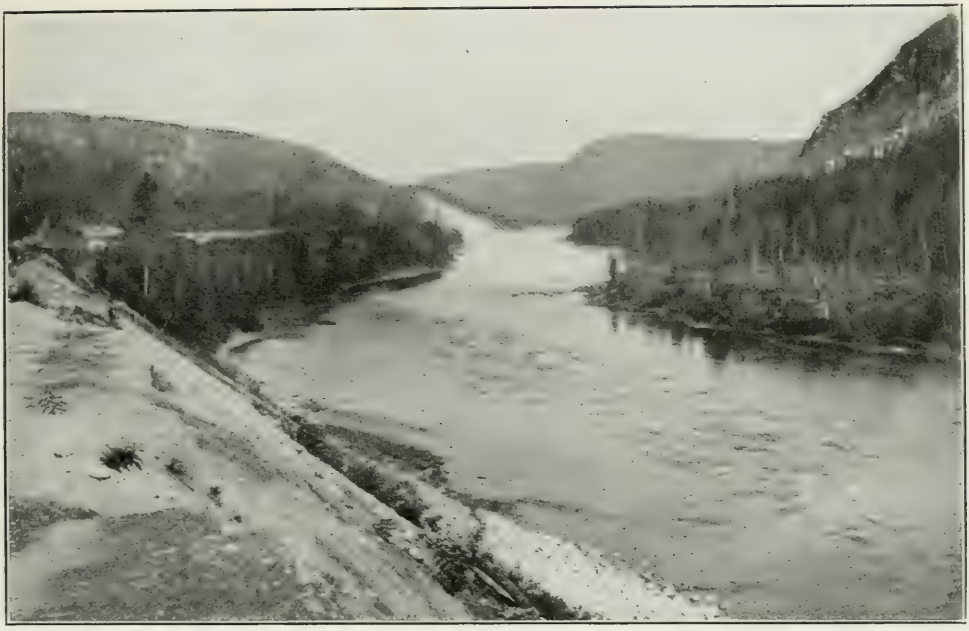


Preparations for construction of 40 ft. concrete arch, North West Branch Rivière du Sud, Quebec. 400 miles from Moncton.

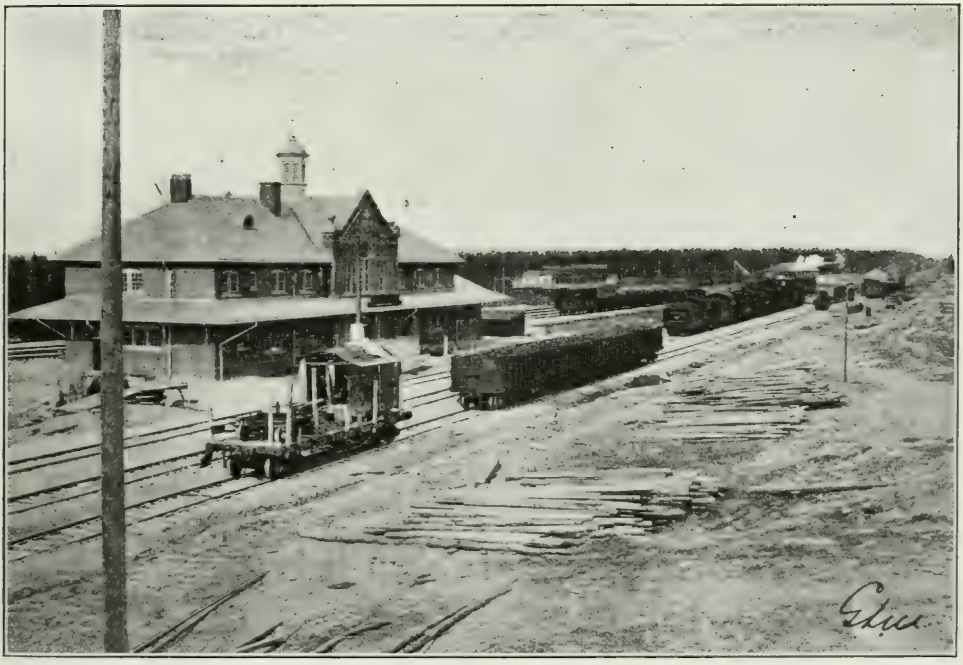
Little Salmon River Viaduct, New Brunswick. Mile 184 from Moncton. Length, 3,918 ft. Height, 200 ft. Tons steel, 6,995.



Construction of Rock Dump, Mink Lake, Ontario. Mile 1420 from Moncton.



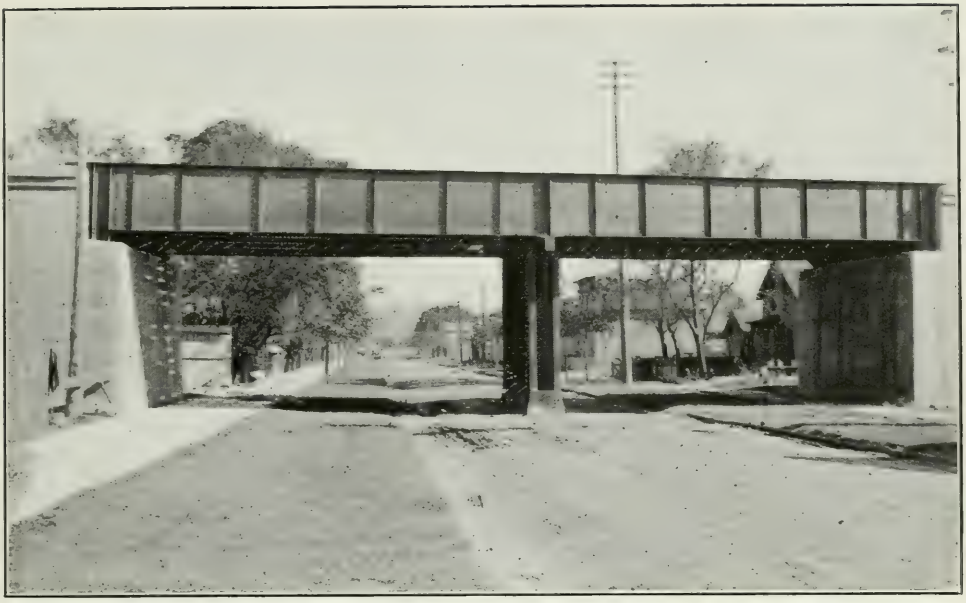
St. Maurice River and N. T. Ry., Quebec. Mile 599 from Moncton.



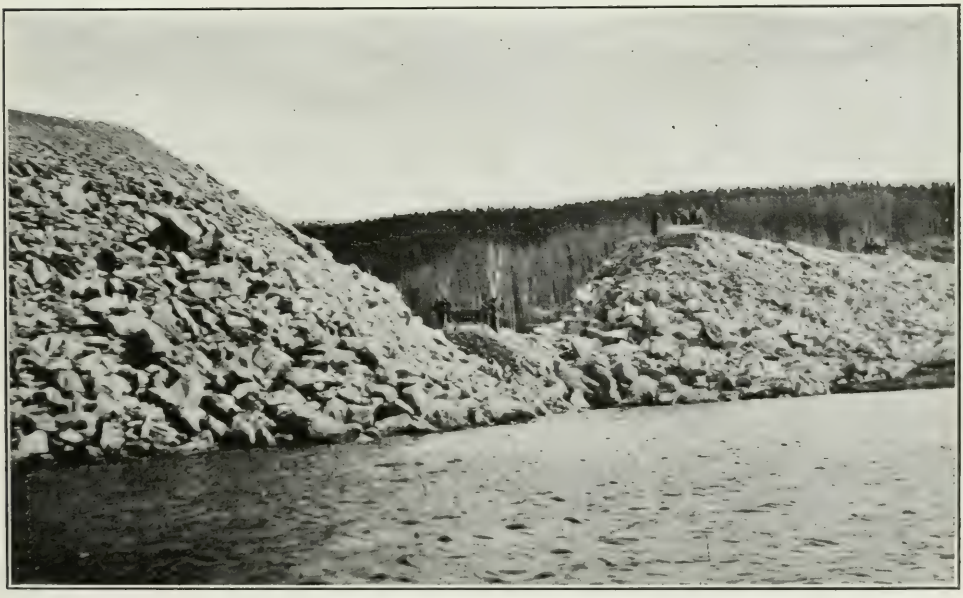
Cochrane Station from N. T. R. offices, Ontario. Mile 1029 from Moncton.

Red River Bridge, Winnipeg. Mile 1804 from Moncton. Length, 1,878 ft. Height, 47 ft. Tons steel, 3,186. (This includes one Strauss Bascule Lift Span of 130 ft)

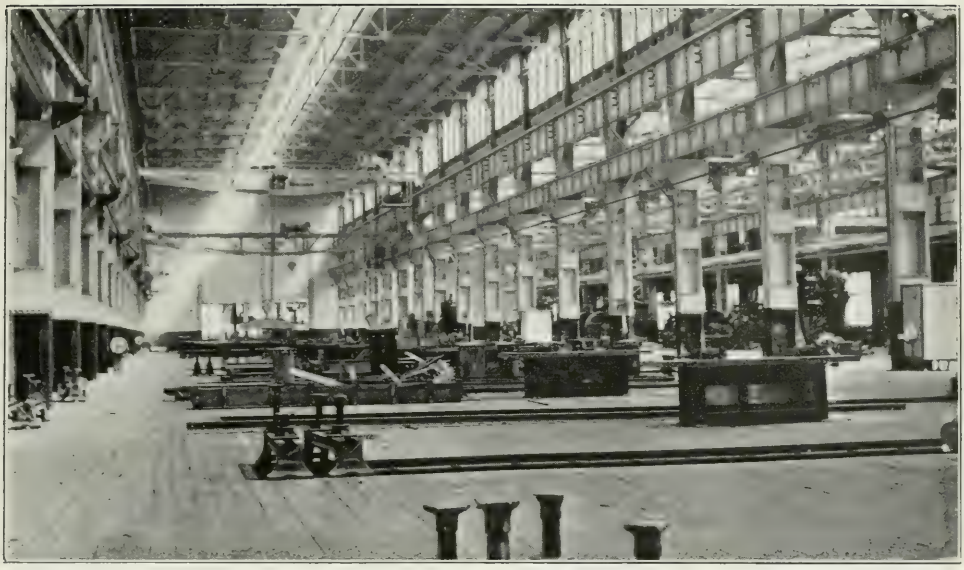
Mistongo River Bridge, Ontario. Mile 1033 from Moncton. Length, 1,072 ft. Height, 80 ft. Tons steel, 892.



Notre Dame St. Crossing, Winnipeg. Mile 1804·7 from Moncton.

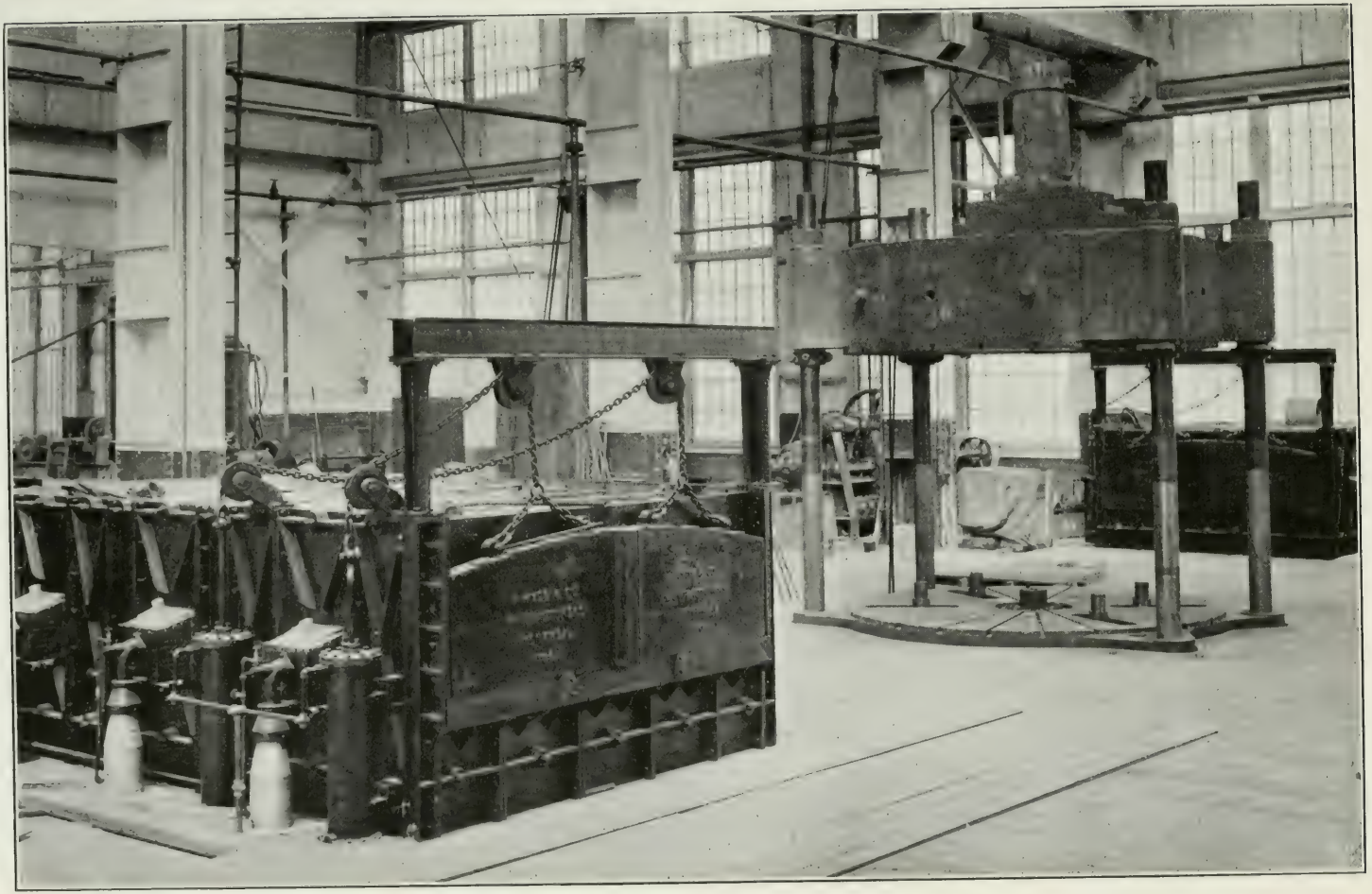


Construction of Rock Dump (Ontario). Mile 1471 from Moncton.



Erecting Shop, Looking East.

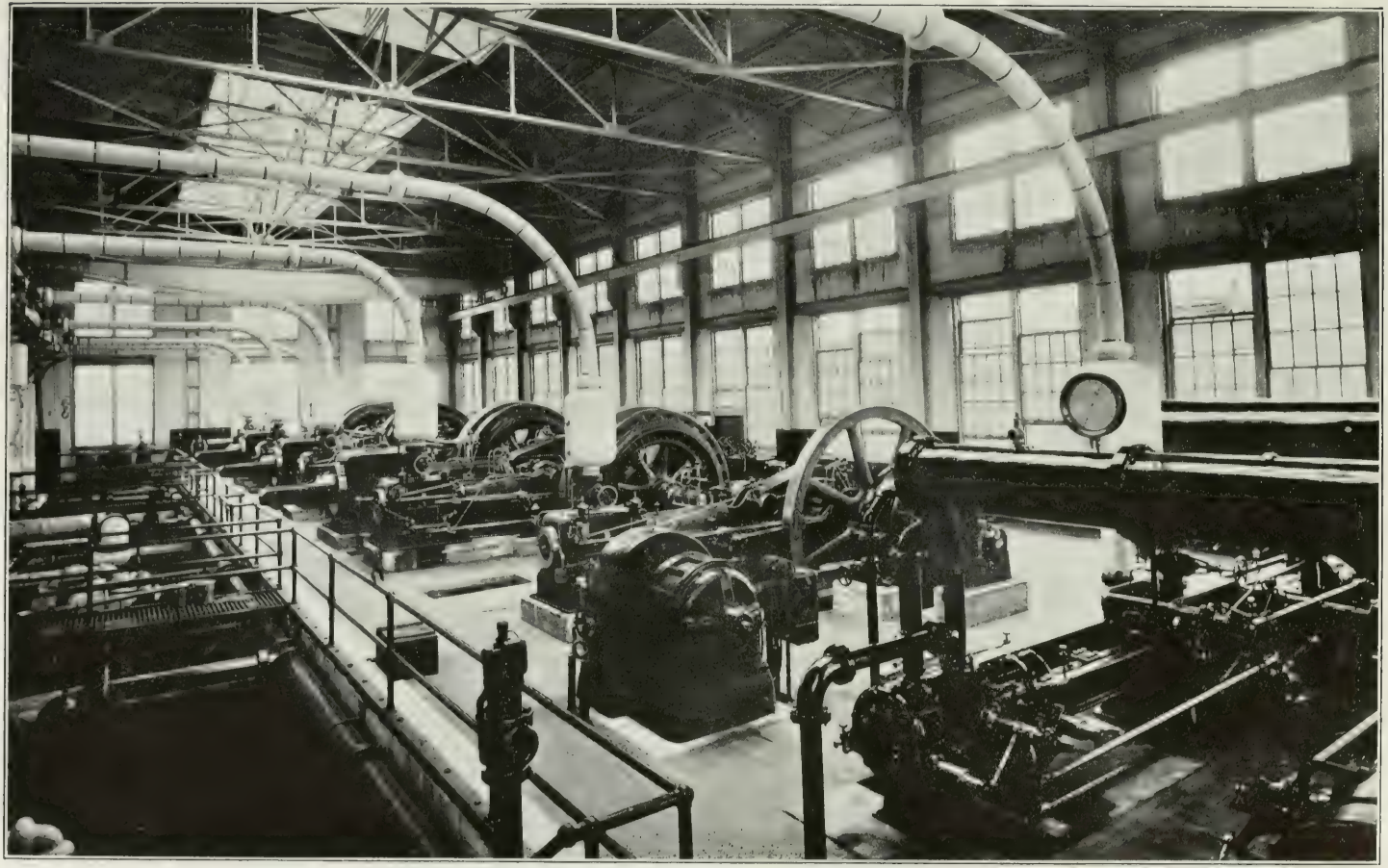
Heavy Machine Bay, Looking West.



600 Ton Flanging Press and Furnace, Boiler and Tank Shop.

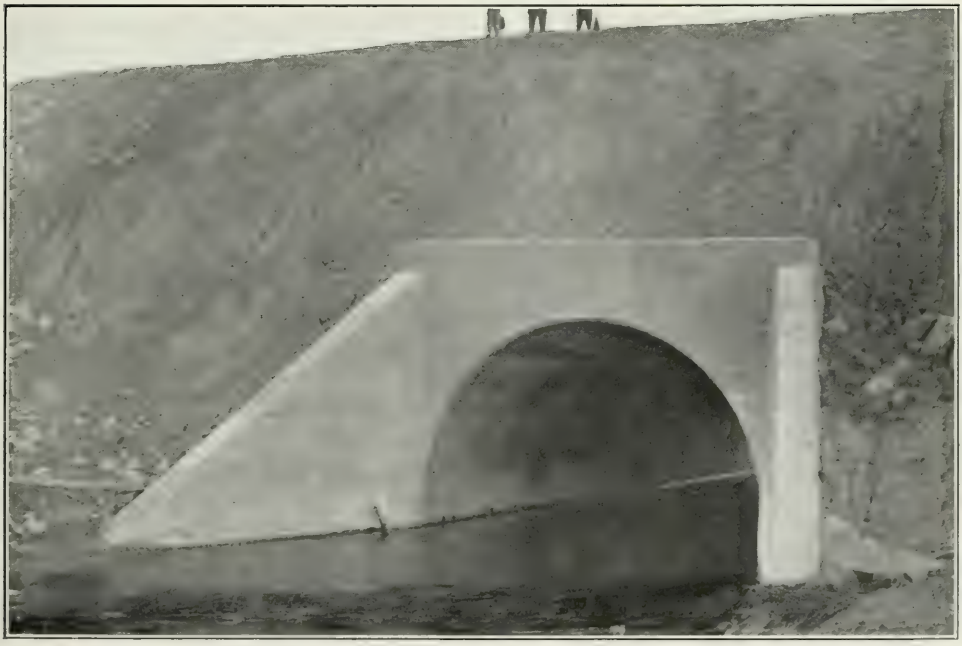
Heavy Machine Tool Bay, Looking West. Locomotive Shop.

West Portal of Tunnel, New Brunswick. Mile 178 from Moncton. Length, 487 ft.



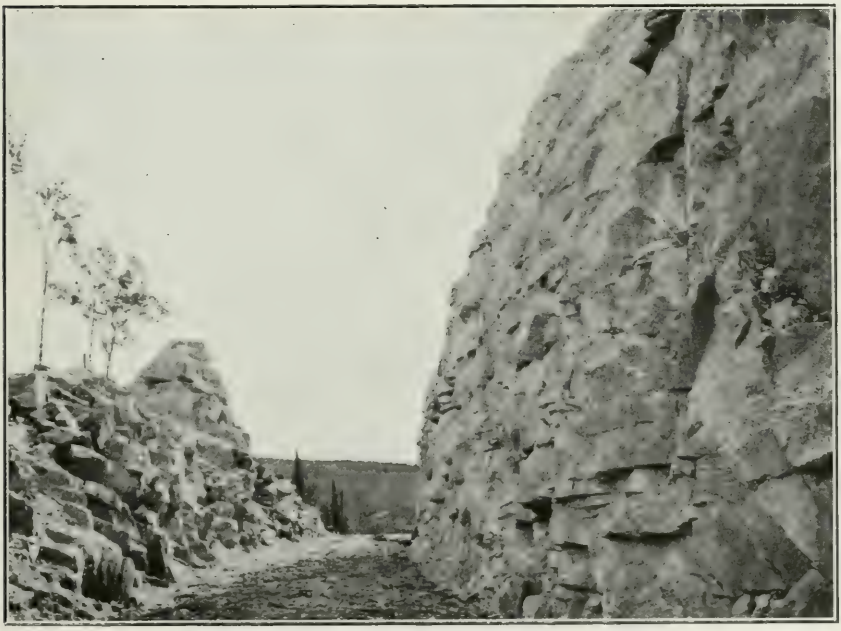
Power House, looking west.

Heavy Machine Bay, looking east. Locomotive Shop.



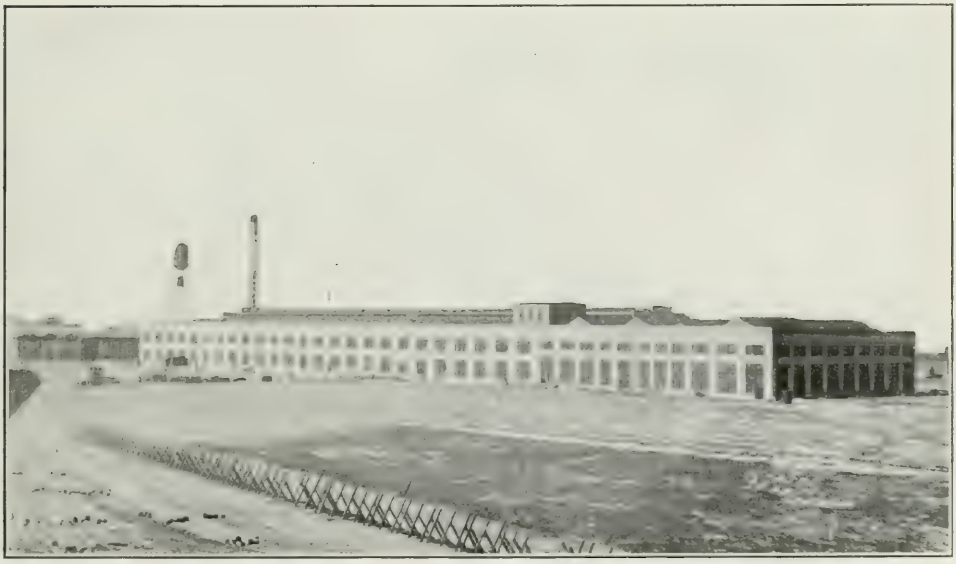
Martin Creek, 17 ft. arch, Ontario. Mile 1434 from Moncton.

Log Jam, Croche River, Quebec. Mile 5 7 from Moncton.



Rock Cutting (Ontario). Mile 1555 from Moncton.

Graham Divisional Point (Ontario) from N. T. R. Water Tank. Mile 1552 from Moncton.

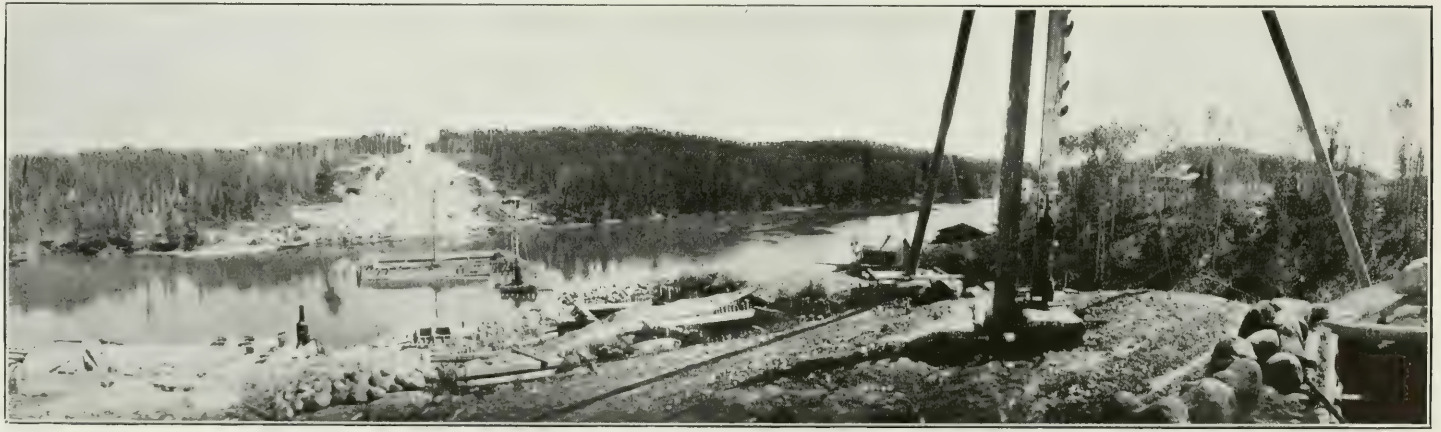


National Transcontinental Shops, Transcona, Man.

Frederickhouse River Bridge, Ontario. Mile 1066 from Moncton. Length, 622 ft. Height, 78 ft. Tons steel, 670.

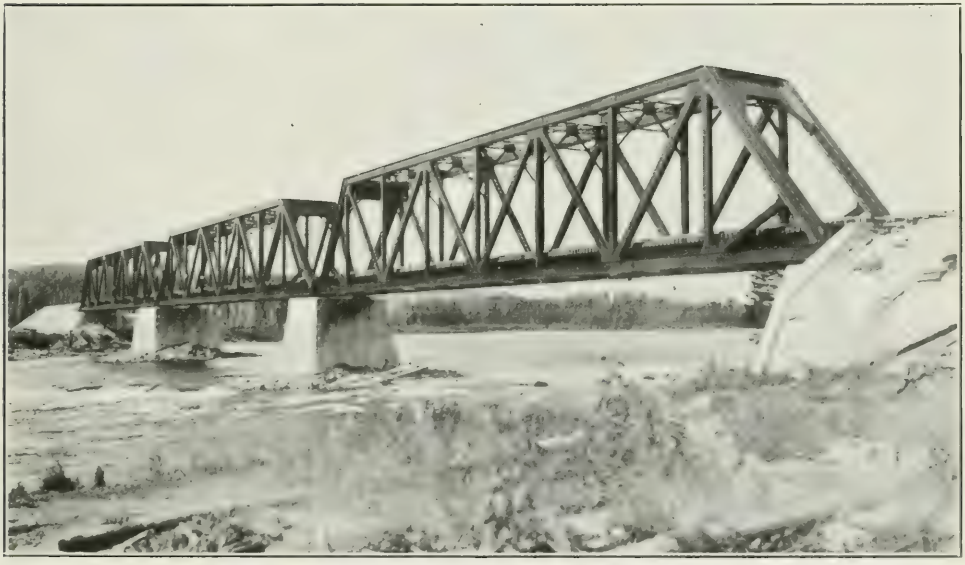
Canaan River Bridge, New Brunswick. Mile 21·6 from Moncton. Length, 532 ft. Height, 84 ft. Tons steel, 424.

Little Salmon River Crossing (N.B.) Mile 184 from Moncton.



Abitibi River Bridge (substructure during construction) Ontario. Mile 1052 from Moncton.

Cap Rouge Viaduct. 2·9 miles west of Quebec St. Lawrence River Bridge. Length, 3,335 ft. Height, 172 ft. Tons steel, 4,228.



Third Crossing St. Maurice River, Quebec. Mile 656 from Moncton. 3 spans of 200 ft. ; total length 979 ft. Height, 35 ft. Tons steel, 979.

REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDING 31ST MARCH, 1912

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

[No. 38—1913.]

To His Royal Highness, Field Marshall, Prince Arthur William Patrick Albert, Duke of Connaught and Strathearn, K.G., K.T., K.P., &c., &c., &c., Governor General and Commander-in-Chief of the Dominion of Canada.

May it Please Your Royal Highness:

I have the honour to submit herewith for the information of Your Royal Highness and the Parliament of Canada, the Second Annual Report of the Department of the Naval Service, being for the year ended March 31, 1912.

I have the honour to be,
Your Royal Highness's most obedient servant,

JOHN DOUGLAS HAZEN,
Minister of the Naval Service.

REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDED MARCH 31

1912

OTTAWA, June 1, 1912.

The Honourable J. D. HAZEN,
Minister of the Naval Service,
Ottawa.

SIR,—I have the honour to report on the Department of the Naval Service for the year ending March 31, 1912, under the following headings:—

1. Naval.
2. Fishery Protection.
3. Tidal and Current Survey.
4. Hydrographic Survey.
5. Wireless Telegraph.

1. NAVAL BRANCH.

The training of Cadets at the Naval College has proved very satisfactory, marked progress being shown.

I regret to report that one of the most promising Cadets, H. Raymond B. Yates, died on April 14, 1911, of Endocarditis, following an attack of measles.

In November, 1911, an examination was held for the entry of Cadets, and eleven qualified, of whom ten joined the College in January.

Further additions have been made to the instructional machinery and the Cadets are provided with a thorough course of practical training in engineering.

The schooner *Advocate* has been purchased and is being fitted out for the practical instruction of the Cadets in seamanship.

Through the courtesy of the British Admiralty the six Midshipmen who were serving in *Niobe* have been accepted for training in Imperial Ships, and are now

serving with their Naval Instructor in H.M.S. *Dreadnought;* the six Engineer Sub-Lieutenants have also been accepted for training, and have been distributed amongst Ships of the Home and Atlantic Fleets. Excellent reports have been received of the progress of these Officers.

Owing to the uncertainty of the future Naval policy, and the limited accommodation available, no special efforts have been made to obtain recruits for the Navy; eligible candidates presenting themselves to the various Postmasters detailed as Recruiting Officers, were entered and sent to the *Niobe* and *Rainbow* for training, the total number of recruits entered during the year being 126. The total number entered since recruiting first started is 349. 111 recruits and 38 others deserted during the year; the large number of desertions is attributable to the fact that the greater number of recruits are entered from places remote from the sea, and find sea life distasteful.

A naval contingent consisting of 3 Officers and 35 men was sent to England to attend the Coronation of His Majesty the King; the contingent was stationed outside Buckingham Palace along the route of the Coronation procession; the appearance of the contingent was most favourably commented on.

During the spring and early summer the *Niobe* cruised around the coast of Nova Scotia and Gulf of St. Lawrence and also visited Quebec. Unfortunately whilst proceeding from Yarmouth to Shelburne on July 30 the Ship grounded on the South West Ledge off Cape Sable, and suffered severe damage.

She was eventually towed into Halifax by H.M.S. *Cornwall,* which latter ship also grounded on an uncharted rock when proceeding into Clark's Harbour to render assistance to *Niobe.*

Through the courtesy of the British Admiralty, who sent the Fourth Cruiser Squadron to Halifax for the purpose, Courts Martial were held on the Commanding Officer, the Navigating Officer and Officer of the Watch. The Commanding Officer was acquitted, the Navigating Officer was severely reprimanded and dismissed his ship, and the Officer of the Watch was reprimanded.

The behaviour of the crew, which included a large number of recruits, was the subject of most favourable comment on the part of the President and Officers composing the Court.

Owing to the urgency of completing repairs to H.M.S. *Cornwall,* it was only possible to carry out immediate temporary repairs to *Niobe;* on March 19, however, she was docked for complete repairs, which are expected to be completed in July.

The *Rainbow* has made various cruises during the year on the Pacific Coast for the training of Recruits and to assist in Fishery Protection. In February the U.S. fishing schooner *Edrie* was captured for illegal fishing, and was condemned by the Courts.

The health of the Navy has been, on the whole, satisfactory; diseases due to exposure to cold and climatic changes have been somewhat prevalent in the *Niobe* and are accounted for by the fact that a large number of the men on board are Pensioners from the Imperial Service, whose age renders them more liable to chest complaints.

The report of the Director of the Naval Service on the Naval Branch is appended at page 17.

NAVAL BRANCH—DOCKYARDS.

DOCKYARD WORK AND ORGANIZATION, &c.

The administration of the Dockyards at Halifax and Esquimalt has been taken over by the Naval Service, observing that for the present certain Stores Buildings at Halifax, not immediately required, have been loaned for the use of the Marine and Fisheries Department until such time as they may be required for Naval use. The workshops at Halifax are entirely under the Naval Service; the work and repairs carried out being those which are incidental to the upkeep of *Niobe*, the vessels of the Fishery Protection Service, Hydrographic Survey, Tidal Survey, and the Naval Establishment generally. Arrangements have been made with the Departments of Militia, and Marine and Fisheries to undertake, on requisition, and repayment, any work to vessels, &c., belonging to these Departments. These arrangements have been made with a view of providing constant employment to the men employed and to obviate periodic discharges if possible.

The wages paid to the various trades have been recently under revision, and a more satisfactory system has been adopted introducing an hourly rate and a 50-hour week, the rates being based on those of the Fair Wage Schedule of the Labour Department, taking into consideration the relative importance of the trades in a Dockyard Establishment, which it should be noted, is primarily designed to carry out the special work of repairing ships.

The following is a summary of the principal items of work which have been undertaken at the Dockyards during the financial year 1911-12.

Halifax.

The nature of the work done at this Yard during the year, in addition to the repairs and upkeep of the Naval Establishment generally, includes the fitting of a new boiler in C.G.S. *Curlew* and the repair and refit of the vessel generally, which was carried out in September and October last.

The grounding of H.M.C.S. *Niobe* rendered temporary repairs to the sheathing of the vessel in order to admit of H.M.S. *Cornwall* being placed in dock; this work was carried out by the Dockyard Staff in the Halifax Graving Dock. Certain items required by *Cornwall* were also carried out during the period she was in the dock.

The winter refits and necessary repairs of the *Canada*, *Constance* and *Curlew* were carried out by the Yard Staff during the period they were laid up.

Repairs have been carried out for the Hydrographic Survey vessels, *Burleigh*, *Chrissie Thomey*, and the boats used by this Branch, and the defects of the Tidal Survey Ship *Gulnare* have also been undertaken.

Electrical work in connection with the Yard installation and fittings and repairs to the dynamos and armatures of *Niobe* have been carried out. Large repairs have been effected to the Stores and Coal Sheds and other necessary work incidental to upkeep of buildings.

Various items of work have been carried out from time to time during the year for the Marine and Fisheries Department in connection with the vessels under that Service. Some boats have also been constructed for the Naval College and Yard purposes.

ESQUIMALT.

Repairs and upkeep of buildings and plant, custody and issue of stores to *Rainbow* and the Imperial Ships on that Station. The annual refit of H.M. Ships *Algerine* and *Shearwater* was carried out by the Dockyard during the months of June and July; additional men being entered temporarily as found necessary to supplement the staff. A refit of H.M.C.S. *Rainbow* was also carried out in a similar manner. Further repairs were carried out in October to *Algerine, Shearwater,* and C.G.S. *Falcon* and *Restless.* A refit of the Hydrographic Survey Steamer *Lillooet* was also carried out during the months of February and March last. Considerable economy has resulted from the making good of the defects of the vessels enumerated in the Government Dockyard, and it is desirable that the facilities available should be utilized to the fullest extent. The docking of these vessels was carried out in the Esquimalt dock and the incidental work in connection with examination of underwater fittings was also carried out by the Dockyard and Ship's Staff.

REORGANIZATION OF THE ESTABLISHMENTS.

Having regard to the fact that the future Naval policy of the Government has not been definitely laid down, it has been thought desirable not to enter into any large expenditure for reorganization of the machinery and plant at the Yards until such time as the requirements which may be necessary in the future for repairs to ships are definitely known.

Since the machinery and plant at the Dockyards was installed by the Admiralty, entirely new developments have taken place in Engineering, resulting in the introduction of turbine machinery for propulsion in practically all new warships, together with the adoption of the water tube boiler for generating steam in the majority of these vessels.

In order to ascertain what will be required, an examination and report on the plant at Halifax has been made in detail by the Consulting Naval Engineer, and it is found that in order to cope with repairs to modern ships complete reorganization is necessary, the plant and workshops being entirely inadequate to deal with such work.

Proposals have been made for the reorganization of the Establishment at Halifax from a repair point of view, but pending a decision on the Naval policy the details of the proposals have not been considered.

The plant and buildings at Esquimalt Yard are somewhat more modern, but in order to undertake repairs to modern machinery of the nature previously indicated considerable modifications and expenditure will be necessary at that Establishment.

In the meantime, these Establishments are being maintained in accordance with the conditions under which they were transferred to the Dominion Government.

In order to justify the expenditure on these establishments, provided for in the Naval Estimates, it will be as well to review the most important of these conditions which are as follows:—

The Admiralty give the Dominion Government absolute latitude in dealing with the property providing:—

(1) That in the case of Halifax and Esquimalt, if the Dominion Government fail to maintain the existing property in a state of efficiency, or make any alterations to the buildings, walls, jetties, &c., or in the present use of sites, or if they fail to maintain the existing depth of water alongside the frontage of Admiralty property, then conveniences at least quite equal in character to those which exist at present, should be provided at the same port.

The Admiralty still require to stock coal at Halifax and Esquimalt for the use of H.M. Ships, and the Dominion Government should undertake to arrange for this in a suitable manner and to allow their local representative to take charge of it.

(2) That the facilities required should be given to H.M. Navy whenever wanted, at any Government Establishments which the Dominion may now or in future be possessed of, such facilities with the exception of labour and materials to be given free of cost.

(3) That the Admiralty shall be informed beforehand of any proposal contemplated by the Dominion Government to use the property transferred at Halifax and Esquimalt for other than Naval and Military purposes.

(4) The Dominion Government undertook existing and future liabilities in addition to other minor conditions and the payments of the Admiralty Dock Subsidy to the Halifax Dock Co. which then remained to be paid.

Having regard to these conditions and also the fact that the buildings and plant at these Dockyards are many years old, it will be readily understood that considerable expenditure has been necessary to bring them to what may be considered an efficient state to comply with these Admiralty conditions of transfer and enable ordinary repairs to be executed. At the present time this desirability has been reached, but it cannot be stated that the Establishments are efficient for coping with repairs to the most modern warships for the reasons previously indicated.

In addition to the expenditure on workshops and plant, consideration has been given to the adaptation and repair of the existing storehouses to meet the Naval requirements of the Government. Although the total requirements of stores are not large when compared with those in the Imperial Yards, the large variety is similar, and special storage arrangements are necessary to provide for efficient maintenance of stores in stock, and to enable issue and return of stores to be readily arranged for. This question has been considered in detail during the past year and repairs and alterations made to enable the matter to be dealt with efficiently. The upkeep of the wharves and jetties, &c., is being maintained as transferred.

The coal storage arrangements have also been considered in detail and repairs and provision for additional stowage for the Canadian Government Vessels has been made with due economy, having regard to the condition of transfer and the present requirements of the Canadian Government.

The provision of special coaling appliances has also received due consideration but the matter has been deferred pending a decision on the future policy to be adopted.

Having regard to the fact that the value of the plant and stores at these Yards is now considerable, the adequacy of the fire arrangements has been under consideration, and the necessary steps have been taken to provide for the various contingencies

which may arise in order to prevent or minimize the damage which would result in the event of fire.

The general administration of the Dockyard has been perfected on the lines of the Imperial Yards, and is working satisfactorily. The heads of the various departments for Engineering repairs, hull repairs, stores, accounting, &c., are responsible for the efficient performance of the work of their particular employees to the Captain in Charge, who has been given a limited financial control to enable urgent repairs to be put in hand. The General administration and complete financial control of expenditure, however, together with approval of all items involving large expenditures, rests with the Department at Ottawa.

Various instructions have been issued with a view of maintaining the discipline which is absolutely necessary in establishments of this nature, and the guarding of the entrances, &c., is now being carried out by a detachment of the Dominion Police with a view to preventing irregularities.

2. FISHERY PROTECTION SERVICE.

The following vessels were employed on Fishery Protection Service in the districts named during the year:—

Canada.—East Coast of Nova Scotia and Gulf of St. Lawrence.
Petrel, Constance.—East Coast of Nova Scotia.
Curlew.—Bay of Fundy.
Vigilant.—Great Lakes.
Kestrel, William Jolliffe, Restless, Falcon.—Pacific Coast.

Continual cruises were maintained by these vessels during the fishing seasons in the interests of Fishery protection; the *Kestrel* was only employed during a portion of the year, being condemned as unfit for further service, and was replaced temporarily by the SS. *William Jolliffe* which was chartered for the purpose.

Cod fishing off the south shore of Nova Scotia is reported as having been very successful, beating all previous years; the lobster catch was fairly successful, but the fall mackerel catch was a total failure. The eastern part of the coast fishing was only fair, the fishing being much interfered with owing to storms.

Very little illegal fishing was met with.

Fishing in the Bay of Fundy was not satisfactory owing to the prevalence of fog and bad weather.

Similar conditions prevailed on the Great Lakes with the result that very few fishermen were operating.

There was considerable poaching on the British Columbia Coast and at various times the *Sebastian, Grant* and *Germania* were chartered to assist in protection duties.

One United States vessel, the *Scara,* was captured by the *William Jolliffe,* and was condemned by the Courts for illegal fishing.

The report of Rear Admiral C. E. Kingsmill on the Fishery Protection Service is appended at page 24.

3. TIDAL AND CURRENT SURVEY.

The work of the Tidal and Current Survey was continued during the year by means of the Tidal Stations on both coasts and also on board the C.G.S. *Gulnare* operating in the Gulf of St. Lawrence.

Valuable information was obtained which has been embodied in the Tide Tables which are published annually; the circulation of these tide tables is increasing annually, not only amongst shipping companies, but also amongst fishing and various industries operating on the coast, such as saw mills, canneries, whaling establishments, &c.

The report from Doctor Bell Dawson, Superintendent of the Tidal and Current Survey is appended at page 33.

4. HYDROGRAPHIC SURVEY.

The Hydrographic Survey work, in charge of Mr. W. J. Stewart, Chief Hydrographer, continued to make satisfactory progress during the year under the following divisions:—

1. Lake Ontario.
2. Lower St. Lawrence.
3. Pacific Coast.
4. St. Lawrence River at Lachine Rapids.
5. Hudson Bay.

The work in Lake Ontario was in charge of Mr. A. Bachand who conducted the survey from the steamer *Bayfield*. Plans on large scales were made of Cobourg Harbour and Port Hope, and other useful work carried out.

The work in the Lower St. Lawrence was carried out by Commander Irving Miles, operating from the steamer *Cartier;* triangulations, traversing and sounding were carried out in the neighbourhood of Bic Island and Father Point.

The survey on the Pacific Coast is in charge of Captain P. C. Musgrave, being conducted from the steamer *Lillooet*. Further progress was made in the survey around Prince Rupert, and a new plan of Skidegate Inlet was proposed, and much useful work carried out in other directions.

A small party under Mr. Charles McGreevy was employed revising some work in Lake St. Francis and Cedars Rapids, and later moved to LaPrairie in order to connect the Hydrographic Survey work in Lake St. Louis with that in Montreal Harbour.

Three parties were sent to Hudson Bay, viz.: one in the *Minto* under Captain Frederick Anderson, a second under Mr. H. D. Parizeau, operating from the schooner *Chrissie Thomey,* and a third in the schooner *Burleigh*, this latter party being equipped for the purpose of securing reliable data concerning the magnetic declination in Hudson Bay and Strait.

The survey of Port Nelson was completed and the Department has the chart in course of preparation.

From the data obtained it is seen that Churchill Harbour affords perfect protection for a small number of deep draught vessels; that the land adjoining the approaches

is bold and easily picked up from a convenient distance. The water is deep in the approaches and there are no outlying dangers. A vessel can easily make the entrance to the harbour, which is well defined, and can enter without difficulty.

The approach to Port Nelson is over long mud flats which extend far from the land which is low and cannot be seen from the entrance to the channel. There is a large outlying shoal which constitutes a danger to approaching vessels. To make the harbour safe for navigation would require buoys and other marks, and there would probably be difficulty in maintaining these during part of the season owing to floating ice in the bay and in the river.

A very complete report of these expeditions is contained in the report of Mr. Stewart, Chief Hydrographer, which is appended at page 41.

During the season the following new charts were issued:—

Presqu'ile Bay.
Cove Island to Duck Island.
Bic Island to White Island.
South Traverse (St. Lawrence River).
Churchill Harbour.

Also a second edition of the following charts:—

Berens River to Nelson River (Lake Winnipeg).
Red River to Berens River (Lake Winnipeg).
Goderich Harbour.
Montreal Harbour.
Portneuf to Cape Santé.
Ste. Croix to St. Antoine.

5. WIRELESS TELEGRAPH.

No new stations have been opened during the year.

The total number of stations owned by the Government is as follows:—

On West Coast	9
On East Coast	10
On Great Lakes	1

The Stations on the West Coast are operated by the Government, those on the East Coast and Great Lakes by the Marconi Wireless Telegraph Company under contract with the Government.

The range of these stations varies from 100 to 400 miles.

In addition to the above the Marconi Company owns and operates stations at Glace Bay (range 3,000 miles), Camperdown (250 miles), Sable Island (300 miles), Pictou (100 miles) and North Sydney (100 miles).

Three commercial licenses have been issued for stations with a range of from 30 to 50 miles, and licenses for 11 experimental stations with a range of 15 miles.

The messages handled during the year by the Coast Stations show a satisfactory increase, as shown in the following list:—

	Number of messages.		Number of words.	
	1910-1911.	1911-1912.	1910-1911.	1911-1912.
East Coast	71,594	119,049	1,179,434	1,824,450
West Coast	48,074	76,158	647,461	997,900
Great Lakes	.....	1,043	.....	17,095

Twelve Government vessels are equipped with wireless, and licenses have been issued to 26 merchant vessels.

The construction of a chain of stations on the Great Lakes is now in progress; the station at Port Arthur has been purchased from the Marconi Wireless Telegraph Company, and work has been commenced on the erection of three new stations at Sault Ste. Marie, Tobermory and Midland, Ontario; it is anticipated that these stations will be operating during the Navigation season 1912.

Further stations will be erected at or in the vicinity of Kingston, Toronto, Port Colborne, Port Stanley and Sarnia.

The International Radio-Telegraph Convention will be held in London, England, in 1912, which will be attended by representatives from the Department.

The report of Mr. C. P. Edwards, Superintendent of the Radio-telegraphic Service is appended at page 58.

I have much pleasure in expressing my satisfaction at the efficient way in which the Officers and Clerks of the Department have carried out their duties during the year.

I have the honour to be, sir,
Your obedient servant,

G. J. DESBARATS,
Deputy Minister of the Naval Service.

STATEMENT of Revenue of Department of the Naval Service for Fiscal Year ended March 31, 1912.

Royal Naval College—		
College fees, 29 cadets	$2,900 00	
Less refund Dr. H. R. Yates	250 05	
		$2,649 95
Wireless Apparatus Licenses		30 00
Casual Revenue		1,880 97
Miscellaneous Revenue:—		
Purchase of Discharges		1,180 00
Cape Lazo Station	310 51	
Estevan Station	701 12	
Dead Tree Point Station	173 79	
Ikeda Station	106 55	
Magdalen Islands Station	229 57	
Pachena Station	35 11	
Point Grey Station	298 04	
Prince Rupert Station	537 93	
Triangle Island Station	163 47	
Victoria Station	2,158 25	
		4,714 34
Total		$10,455 26

FINANCIAL STATEMENT FOR THE FISCAL YEAR 1911-12.

Naval Service—	
Appropriation	$3,000,000 00
Expenditure	1,233,456 08
Expenditure less than appropriation	$1,766,543 92
Fisheries Protection Service—	
Appropriation	$281,500 00
Expenditure	227,312 35
Expenditure less than appropriation	$ 54,187 65
Hydrographic Surveys—	
Appropriation	$320,000 00
Expenditure	198,558 99
Expenditure less than appropriation	$121,441 01
Radiotelegraphic Service—	
Appropriation	$255,000 00
Expenditure	210,882 82
Expenditure less than appropriation	$ 44,117 18
Tidal Service—	
Appropriation	$ 45,000 00
Expenditure	31,211 78
Expenditure less than appropriation	$ 13,788 22
New Fisheries Protection Steamer—	
Appropriation	$ 75,000 00
Expenditure	72 16
Expenditure less than appropriation	$ 74,927 84
Civil Government—	
Appropriation	$ 85,400 00
Expenditure	66,967 39
Expenditure less than appropriation	$ 18,432 61
Contingencies—	
Appropriation	$ 20,000 00
Expenditure	19,143 36
Expenditure less than appropriation	$ 856 64

SUMMARY.

Grand total appropriation	4,081,900 00
Grand total expenditure	1,987,604 93
Grand total expenditure less than appropriation	$2,094,295 07

REPORT OF THE MILITARY BRANCH.

OTTAWA, April 1, 1912.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to forward herewith the Annual Report of the Military Branch of the Department of the Naval Service for the year ending March 31, 1912.

ROYAL NAVAL COLLEGE.

The course of training at the College has proved very satisfactory and the Cadets have made marked progress. As a result of the examination held at the end of the first year, one Cadet showed unsatisfactory progress and was withdrawn by his parents.

I regret that one of the most promising Cadets, H. Raymond B. Yates, died on April 14, 1911, of Endocarditis, following an attack of measles.

In November, 1911, an examination was held for the entry of Cadets, and 11 qualified, of whom ten joined the College in January.

As a result of the course of physical training at the College the 19 Cadets belonging to the first entry showed the following average increase in physical development:—

Height, 1¼ inches; weight, 15 lbs.; chest measurement, 2⅜ inches.

All the Cadets display great keenness in the profession which they propose to adopt, prove very smart in boatwork, and show marked ability in engineering.

Further additions have been made to the instructional machinery and with the advent of an increased number of Cadets, another Engineer Officer has been added to the complement of the College; a thorough course of practical training in Engineering is being provided, and the Cadets have turned out very creditable work in the manufacture of parts of gun mountings, &c.

A trained nurse has been obtained for the Sick Quarters attached to the College, but, with the exception of the death already recorded, the health of the Cadets has been very satisfactory, only minor ailments having developed.

The schooner *Advocate* has been purchased and, having had necessary alterations made, will be available during the coming summer for the practical training of the Cadets in seamanship.

An asphalt tennis court has been laid in the Dockyard for the Cadets' recreation and is available in the winter for use as a skating rink.

ENGINEER SUB-LIEUTENANTS AND MIDSHIPMEN.

Through the courtesy of the British Admiralty the six Midshipmen trained in *Canada* who were serving in *Niobe* have been accepted for training in Imperial Ships; and have been appointed, with their Naval Instructor, to H.M.S. *Dreadnought* serving in the Home Fleet. The Captain of *Dreadnought* reports most favourably on these Officers.

The six Engineer Sub-Lieutenants were also accepted and have been distributed amongst Ships of the Home and Atlantic Fleets. Excellent reports have been received from their Commanding Officers of their progress.

RECRUITING.

Owing to the uncertainty of the future Naval Policy, and to the accommodation being limited, no special efforts have been made to obtain recruits; Postmasters are still acting as recruiting officers and have forwarded candidates who come up to the standard of physical and educational requirements.

The number of recruits entered during the year and the provinces from which they come are as follows:—

	'Niobe.'	'Rainbow.'
Nova Scotia	37	..
New Brunswick	2	..
Prince Edward Island	8	..
Quebec	11	..
Ontario	52	..
Manitoba	1	..
Saskatchewan	..	1
Alberta	..	3
British Columbia	..	11
Total	111	15

The total number of recruits entered since recruiting first started is:—

Niobe, 296. *Rainbow*, 53.

The following desertions are recorded during the year:—

	Recruits.	Others.
From H.M.C.S. *Niobe*	86	17
From H.M.C.S. *Rainbow*	25	21

The large number of desertions is attributed to the fact that the larger number of recruits are drawn from cities and towns remote from the sea; candidates present themselves who are totally unacquainted with the conditions of life in a ship, which differ much from that to which they are accustomed. Up to the present the fishing population has not been exploited, and it is anticipated that recruits can be obtained therefrom who are inured to a sea life and who would find themselves in congenial surroundings in a Man of War.

MOVEMENTS OF SHIPS.

H.M.C.S. *Niobe*.

During the Spring and Summer the *Niobe* cruised around the coast of Nova Scotia and the Gulf of St. Lawrence carrying out the Gunnery exercises and the training of recruits. On June 1 she arrived at Quebec and embarked a contingent consisting of 1 Lieutenant in Charge, 2 Midshipmen and 35 men in the SS. *Corsican* for passage to England to attend the Coronation of His Majesty the King. With the exception of the Officer in Charge and 3 Petty Officers, the whole of the contingent consisted of Canadian recruits. The contingent was stationed outside Buckingham Palace along the route of the Coronation procession. They were also at Portsmouth for some time, being present at the Naval Review, and were also given an opportunity of visiting the Dockyard and H.M. Ships. The appearance of the Contingent was most favourably commented on. The Ship returned to Quebec on July 13 to reembark the contingent, which returned in the SS. *Victorian*, and then proceeded on a cruise round the coast of Nova Scotia.

At 12.19 a.m. July 30, whilst on passage from Yarmouth to Shelburne, the Ship grounded on the S.W. Ledge off Cape Sable. The Ship remained on shore nearly two hours, eventually being got off by working the engines, being assisted by the strong tide running.

It was realized that the Ship had been badly damaged; some of the propeller blades were broken and the rudder completely torn off. Much difficulty was thus experienced in moving her, but, under the escort of three tugs, she proceeded under her own steam to Clark's Harbour where she was safely anchored at 6.45 p.m.

The perilous condition of the *Niobe* having been communicated by wireless, the Government Steamers *Lady Laurier* and *Stanley* were sent to her assistance; it was realized that it would be necessary to tow the Ship to Halifax, and, the Government Steamers not being sufficiently powerful for the task, an offer of assistance from H.M.S. *Cornwall,* which Ship had received news of the occurrence, was gratefully accepted.

The *Cornwall* arrived off Clark's Harbour in a dense fog on August 5, and unfortunately, whilst feeling her way in to the *Niobe,* grounded on a rock, which proved to be uncharted and which has since been located.

On August 7 the *Cornwall* took the *Niobe* in tow and arrived at Halifax on August 8, dense fog having been experienced throughout the passage.

The *Cornwall* was docked first for examination and it was found necessary to obtain the services of a Constructor from England to supervise repairs. Pending his arrival the *Niobe* was docked and temporary repairs effected, after which the *Cornwall* was again docked to complete repairs to enable her to proceed to England. Her repairs were completed on October 29 and, owing to the inconvenience which would arise from the Ship being in dock during the winter with her crew on board, the repairs to *Niobe* were deferred until the Spring. The *Niobe* went into dock on March 19, 1912, and her repairs are expected to be completed in July.

Through the courtesy of the British Admiralty, who sent the Fourth Cruiser Squadron to Halifax for the purpose, Courts Martial were held on the Commanding Officer of *Niobe,* the Navigating Officer and the Officer of the Watch for suffering ship to be stranded. The Courts sat from November 15 to 18 and the findings and sentences were as follows:—

Commanding Officer. Acquitted.
Navigating Officer. Severely reprimanded and dismissed his ship.
Officer of the Watch. Reprimanded.

The Court commented most favourably on the behaviour of the crew of the Ship under the most trying circumstances, more especially in view of the fact that there were many recruits on board, and the following letter was forwarded by the President to the Rear-Admiral Commanding the Fourth Cruiser Squadron:—

'Sir,—I have the honour to report that on behalf of the Members of the Courts Martial sitting for the trials of Officers of H.M.C.S. *Niobe* from November 15 to 18, we wish to draw the attention of the Canadian Naval Administration to the exemplary behaviour of the Ship's Company in H.M.C.S. *Niobe* on the occasion of the stranding, both on deck and in the engine room under most trying circumstances.

It is noticeable especially that no less than 180 recruits were on board, all boys or youths, and their conduct on this occasion appears to be most creditable.

The Court are also of opinion that the seamanship displayed by Commander Macdonald, his Officers, and men in moving the disabled ship under trying circumstances into Clark's Harbour is worthy of all praise.

I have, &c.,

L. CLINTON-BAKER.
Captain H.M.S. *Berwick,*
President of Court Martial'.

During the month of June the *Niobe* carried out various gunnery exercises and also the Annual Gunlayers' Test in Northumberland Straits, the results being satisfactory. The Annual Musketry Course was carried out at the Rifle Range on McNab's Island at Halifax.

H.M.C.S. *Rainbow.*

During May and June the *Rainbow* proceeded on a cruise, visiting the following places:—Nanaimo, Comox and Vancouver, returning to Esquimalt on June 23.

Whilst at Comox Gunnery Exercises were carried out and also the Annual Gunlayers' Test, the results being satisfactory.

On June 30 the Ship proceeded to Vancouver to attend the Dominion Day festivities, returning to Esquimalt on July 4.

On August 27 proceeded to Vancouver and from thence to Comox where the Annual Musketry Course was carried out and also long range firing with heavy guns. On completion of the course Ship proceeded to Prince Rupert, returning to Esquimalt on October 16.

On October 17 the Ship was docked.

Left Esquimalt on November 27 visiting Saltspring Island and Vancouver, returning to Esquimalt December 7.

Left Esquimalt January 29 and visited Cowichan Bay, Pender Island, Ganges Harbour, Vancouver, Union Bay, Alert Bay and Knight Inlet, returning to Esquimalt February 29.

During the various cruises opportunity was taken to visit the fishing grounds, but no infractions of the law were discovered.

The ship's draught prevents her from cruising in unsurveyed waters or from entering harbours frequented by the fishing fleet.

The U.S. fishing schooner *Edrie* which was captured by the *Rainbow* in February, 1911, was condemned by the Courts for illegal fishing.

The recruits serving in *Rainbow* have benefited by the cruises and have made satisfactory progress.

HEALTH OF THE ROYAL CANADIAN NAVY.

A separate report by the Principal Medical Officer, H.M.C.S. *Niobe,* showing the health of the Royal Canadian Navy for the year 1911-12 is attached.

I have the honour to be, sir,
Your obedient servant,

C. E. KINGSMILL,
Rear Admiral, Director of the Naval Service.

REPORT ON THE HEALTH OF THE ROYAL CANADIAN NAVY.

The Sick returns of His Majesty's Canadian Navy show a total number of 699 sick from all causes who were treated on the 'Sick List' during 1911, with a total of 4,879 days sickness.

Of these 588 were returned fit for duty; 104 were sent to Hospitals ashore for treatment, 13 being invalided out of the Service and 4 died.

Out of these totals H.M.C.S. *Niobe* supplies 550 sick with 3,757 days sickness and H.M.C.S. *Rainbow* has 111 sick with 869 days sickness; the remaining 38 patients who account for 253 days of sickness were from the Royal Naval College during the months of April to December, 1912.

These figures give rise to the following comparison between the Eastern and Western depots of the Navy, not taking into account the cases undergoing treatment in hospitals ashore:—

	'Rainbow'.	'Niobe'.
Average number of days each sick man was under treatment..	7·83	6·82
The Percentage of sick for the Complement borne respectively at each Depot..	58·11	102·79

NOTE.—This shows that the state of health of the various ratings serving in the Western depot is nearly twice as good as that in the Eastern depot.

RESPECTIVE Percentages of the More Prevalent Illness to the Total Number of Reported Sick.

	'Rainbow.'	'Niobe.'
Diseases due to exposure to cold and climatic changes—(e.g. Influenza, Tonsilitis, Acute chest diseases, &c.)..	15·4%	34%
Rheumatism and fever..	4·5%	6·5%
Gonorrhoea..	0%	8·1%
Abscess and boils..	10· %	5·2%
Injuries..	40· %	13·4%

This table of comparison shows as follows:—

(I) That the diseases due to cold and climatic changes are more than twice as prevalent at the Eastern than at the Western depot.

(II) Rheumatism is more or less common to both stations but 50% more so in the *Niobe* than in the *Rainbow*.

(III) Venereal Disease is very prevalent at Halifax—in spite of all the attempts made to abolish such contagion and infection.

The commonest cause for treatment on the Sick List in *Rainbow* is that of injuries (40% of total causes)—whereas exposure to cold and changes of climate are responsible for the greatest percentage of causes in the *Niobe* (34% of all causes).

In considering the sickness on board the *Niobe* certain factors should be borne in mind from the first:—

1. The average age of the Ship's Company brought out from England is well over 30 years—quite a number of ratings being between 40 and 45 years old—a fact which rendered them more prone to chest complaints.

2. The *Niobe* was alongside at Halifax during the winter months of October, 1910, to April, 1911. The sudden and great changes of temperature which this climate is subject to (sometimes registering in 24 hours a rise and fall of 20°)—the severe winds and frost to which the Ship was exposed and the fact that there is very little opportunity for the men and boys to get regular games and outdoor sports ashore in Halifax, all tended to undermine the physical and mental conditions of the Ship's Company and to produce serious illness on board.

3. There was a number of boys about the ages of 16 and 17 years continually joining as recruits during the early months of the year, and consequently the liability

to contract infectious diseases on board was always increasing, especially as measles and mumps were prevalent in Halifax at this period. We took stringent precautionary measures to avoid any contagion and spread of infection on board so the cases of illnesses of this nature were comparatively few and never reached the stage of an outbreak.

Between January 25 and April 23 there were 11 cases of Measles.
" March 20 and June 25 there were 15 cases of Mumps.
" December 14 and December 31 there were 2 cases of Scarlet Fever.

NOTE.—This would suggest the advisability of moving the ships away from Halifax during the winter months—especially the months of February to May.

13 MEN WERE INVALIDED DURING THE YEAR—9 FROM THE EASTERN DEPOT AND 4 FROM THE WESTERN DEPOT, VIZ.—

Invalided direct from H.M.C.S. 'Niobe'.

Newman Rolfe, aged 19, a Stoker, invalided for Deafness (sequela of Measles) August 30.

Thomas Casterton, aged 30, a Stoker, invalided for Mental Disease, October 26.

James Douglas, aged 42, a Bandsman, invalided for Chronic Eczema, October 26.

Invalided from the Military Hospital at Halifax.

Albert E. Martell, aged 26, a Stoker, invalided with new growth of Clavicle, May 28.

A. Robinson, aged 22, Officer's Cook, 3rd Class, invalided with Phthisis from R.N.C., September 9.

Walter S. Tupper, aged 25, Officer's Steward, R.N.C., invalided with Phthisis, March 2.

Jonathan Doughty, aged 32, Leading Seaman, invalided with Chronic Dyspepsia, March 1.

Frederick Woodcock, aged 24, Ship's Cook, 3rd Class, invalided with Mental Disease, October 26.

Thomas Privett, aged 43, Able Seaman, invalided with Chronic Asthma, October 26.

Invalided direct from H.M.C.S. 'Rainbow'.

Robert P. McCormack, aged 23, a Stoker, invalided for Epilepsy, July 18, 1911.

George Stripe, aged 41, an A. B., invalided for Pulmonary Tuberculosis, April 7.

John Pook, aged 45, an A. B., invalided for Chronic Bronchitis, November 10.

Invalided from the Military Hospital at Esquimalt.

John Jennings, aged 42, a Stoker Petty Officer, invalided for Chronic Bronchitis on December 14.

4 cases of death are recorded, 3 from the Eastern Depot and 1 from the Western Depot.

One in the person of J. Wm. Hayward, aged 39 years, Leading Stoker, took place suddenly on June 17 from failure of a Fatty Heart.

Thomas Palmer, aged 44, Stoker, died October 18, from Acute Dilation of the Heart following a bout of alcoholic excess.

John Wm. Shepherd, aged 42, Ship's Corporal died on December 14 at his private residence ashore where he had been ill for some time. He was treated by his own shore doctor who reported death due to Tuberculous Meningitis.

Albert E. Mundy, Leading Seaman, aged 36, died at the Military Hospital, Work Point Barracks, Esquimalt, November 6, from Acute Lobar pneumonia.

The Hospitals to which cases are sent when it is necessary in Halifax are:—

1. The Military Hospital—for general surgical and medical cases. Whenever there is not accommodation here (as is sometimes the case for Officers) then:—

2. The Victoria General Hospital of Halifax is employed.

3. The Infectious Hospital of Halifax takes our infectious cases.

4. The Nova Scotia Hospital (for mental disease) at Dartmouth has been used for two mental cases.

The Dental Treatment of Recruits.

This question of proper care of the teeth and the sufficient number of molars in each recruit is one of great importance to the Service.

The arrangement made with the Dental College of Halifax to treat the cases sent up from the *Niobe* at reasonable cost has proved very satisfactory, except in so far as the authorities of this College are able to cope with only three patients at a time and the visits can only be arranged for three days in the week. On this account we have not been able to send all the cases who need treatment but those who have gone to the College have been the more urgent and in this way some thirty recruits have been given the opportunity of commencing their service career with a clean mouth and instructions as to how to maintain hygienic conditions during life.

THE ROYAL NAVAL COLLEGE OF CANADA.

The health of the Royal Naval College has been very satisfactory on the whole.

The very first term opened with a bad start, however, from the fact that a small outbreak of measles settled in soon after the Cadets joined in January, in fact four days after the opening of the College, Cadet J. Laurie developed the measles rash on January 25.

The other cases were:—

Cadet Grant, January 28.
Cadet Hibbard, February 5.
Cadet Worth, February 5.
Cadet Yates, February 5.

These cases were treated in the Military Hospital and ran normal courses, except in the case of Cadet H. Raymond B. Yates who contracted Malignant Endocarditis and became very seriously ill in the Hospital. His septic condition gained ground and the College lost the most promising of all the Cadets by his very sad death on Good Friday.

During the rest of the year slight illnesses such as Gastric upsets and minor injuries formed the majority of the cases on the Sick List.

Of the average daily numerical strength of the College and Dockyard, which totalled 63, 20 are Cadets.

Of this total of 63 the sick returns show from April 1 to December 31, 1912, a total number of 38 cases under treatment on the Sick List with 253 days sickness.

The average number of days each case was under treatment is 6·65. The percentage of sick for the Complement force is 60·31.

K. DIGBY BELL,
Acting Staff Surgeon, H.M.C.S. 'Niobe'.

REPORT RESPECTING FISHERIES PROTECTION SERVICE OF CANADA.

Ottawa, April 15, 1912.

The Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to report with reference to the Fisheries Protection Service last season as to the number of vessels and men engaged and as to where each vessel was employed, with the names of the Commanding Officers and a brief description of each vessel.

I also append extracts from the annual reports of the various Commanding Officers giving details of the work carried out during the season 1911-12.

Eight vessels comprised the Fishery Protection Service for last Season under the direct supervision of the Department of the Naval Service.

Names of vessels and their Commanding Officers:—

Canada.—Lieutenant C. J. Stuart, R.N.R.
Curlew.—W. J. Milne.
Constance.—Thomas J. Kyffin.
Petrel.—Clement Barkhouse.
Vigilant.—P. C. Robinson.
(a) *Kestrel.*—Holmes Newcombe.
Restless.—Charles Moore.
Falcon.—Alfred Copp.

(a) Afterwards relieved by the SS. *William Joliffe.*

'CANADA.'

Is a twin screw small third class ship; length 200', beam 25', draught 10' 6", gross tonnage 580 tons and speed 17 knots. She is armed with four 1½ lb. quick firing Mark III (1904) guns, two forward and two aft. She is electrically lighted throughout and fitted with a powerful searchlight and carries a crew of 58 officers and men all told. She was built by Vickers, Sons & Maxim, Limited, England, in 1904, and is under the command of Lieutenant Charles J. Stuart, R.N.R.

After a thorough overhaul during the winter at Halifax, the *Canada* commissioned on April 10 and was employed cruising during the season as requisite, on the East Coast, principally on the coast of Nova Scotia. Before leaving Halifax, Rear Admiral C. E. Kingsmill, Director of the Naval Service, inspected the vessel.

On May 8 after having had compasses adjusted *Canada* proceeded to sea, cruising to the westward and after visiting Mahone Bay and Chester returned to Halifax on May 11. On May 25 inclining tests for stability were carried out at Halifax under the supervision of Mr. Duguid of the Department of Marine and Fisheries. These tests having been completed, *Canada* proceeded to sea on May 30 and met the mackerel fleet off the port. Followed the fishing fleet as necessary until they dispersed off the North Shore of Cape Breton, calling at the following ports:—Port Dufferin, Isaac's Harbour, Whitehead, Port Hawkesbury, Canso and Sydney, C.B., arriving at the latter place on June 11. Owing to the prevalence of a thick fog *Canada* remained at Sydney until June 15, proceeding from then to Glace Bay and Chedabucto Bay, arriving at the latter place on June 17.

On June 18 *Canada* visited Ponquet Island to obtain information concerning the steam trawlers operating in that vicinity, who were reported to have been disregarding the fisheries laws, and on June 19 returned to Halifax.

On June 26 left Halifax for Prince Edward Island, leaving Charlottetown on July 3 for Halifax again.

On July 8 *Canada* left Halifax for Quebec, calling en route at Charlottetown and Gaspé, and on July 12 anchored at Father Point in a thick fog.

Quebec having been reached on July 13, Rear Admiral C. E. Kingsmill, Director of the Naval Service came on board on July 14, and inspected ship on the way to Montreal. Owing to thick fog in the river the Admiral landed at Three Rivers and the ship returned to Quebec, leaving there on July 31 and cruising towards Prince Edward Island, calling at Gaspé, Pictou, George and North Sydney where the ship was coaled. Left North Sydney on July 29 cruising towards Gut of Canso. Owing to a gale of wind being met with off Cape North, ship returned to Aspy Bay for shelter, leaving there on July 30 and arriving at Port Hawkesbury next day and Georgetown on August 1.

On August 2 left Georgetown for Halifax, arriving on August 6, leaving there same day for Liverpool, with Captain Johnston, who was to be transferred to *Petrel* for passage to Clark's Harbour. Having transferred Captain Johnston ship returned to Halifax.

On August 8 in a dense fog proceeded to mouth of the Harbour to meet H.M.S. *Cornwall* and render any assistance in her work of towing H.M.C.S. *Niobe* into harbour, after having met with an accident off Cape Sable.

On August 11 left Halifax cruising towards the west, visiting Mahone Bay; then towards the east calling at Port Dufferin where several lobster traps were destroyed, Cape George, and arriving at Guysboro on August 18 to assist in the local regatta. Left for Georgetown on August 18 and thence arrived Halifax August 26.

On arrival at Halifax sent boats away to search Purcell Cove and North West Arm, destroying one submerged car containing 76 lobsters and many smaller lobster traps.

On September 26 left Halifax for Quebec, calling at Liscombe and Whitehead where ship was delayed for two days by bad weather, and Charlottetown where the Chief Engineer was sent to Halifax on sick leave. Left Charlottetown on October 1; rounded Cape Gaspe at 6 p.m. on October 2. At 10.30 p.m., owing to a change of wind and weather, which turned to snow, ship returned to Gaspé and remained there until October 4 when they left and arrived at Quebec, anchoring at Father Point and Murray Bay at 4 a.m., October 6.

On October 7 proceeded to Montreal, remaining there until October 11 when Admiral Kingsmill and Commander Roper, Chief of Staff arrived on board and ship left at 8 a.m. for Quebec, arriving there the same day.

On October 12, after the departure of Earl Grey, late Governor-General, Admiral Kingsmill and Staff and Colonel Pelletier, Officer Commanding Military District No. 7, embarked and ship proceeded down river on Departmental business, anchoring in Maheux Roads and returning to Quebec the same evening.

On October 14, after the ceremonies receiving the new Governor General, His Royal Highness the Duke of Connaught, *Canada* left Quebec for Nova Scotia, calling at Gaspé, Pictou, Port Hawkesbury, and Canso, arriving at Halifax 6 p.m. October 30.

On November 4 left Halifax cruising west, visiting Lunenburg, Mahone Bay, Chester and Aspotogan, but found very little illegal lobster fishing.

On November 9 proceeded to Port Mouton to investigate reports of lobster factories being in operation, but finding C.G.S. *Petrel* there, returned to Halifax on November 11, on which date Admiral Kingsmill and Staff and Rear Admiral Bradford Commanding Fourth Cruiser Squadron and Staff came on board, the ship proceeding to Bedford Basin and North West Arm.

After returning to the Dockyard ship went into winter quarters and the ship's company were transferred to Barracks on December 21.

In March, 1912, certain alterations designed to increase the seaworthiness of the ship so as to render her more useful for Fisheries Protection purposes and also to allow of certain alterations and rearrangements of gun fittings, with the object of rendering the vessel more suitable for training purposes, were begun, and these alterations, which are being carried out by the Halifax Graving Dock Company are expected to be completed about June 20, 1912.

During the season 1911-12 C.G.S. *Canada* travelled 8,070 miles.

'PETREL.'

Is a steel screw ship; length 116′, beam 22′, draught 10′ 3″, gross tonnage 192 tons, speed 10 knots. Her complement is 23 Officers and men all told and she is commanded by Captain Clement Barkhouse.

The ship was commissioned on April 1 and after finishing winter repairs, proceeded to Halifax on April 17 for adjustment of compasses.

On April 20 with Captain Milne of the C.G.S. *Curlew* as pilot, left Halifax for the Bay of Fundy station, calling at Liverpool, Shelburne, Barrington Passage, Brier Island and Digby, and arriving at Welchpool on April 27, communicated on arrival with Fishery Inspector Calder. Proceeded cruising on station, arriving at St. John May 6. On May 9 Captain Milne returned to *Curlew* and ship continued cruising on station, searching round Isle Haute and Quaco Ledges for fishermen dynamiting for pollock.

After calling at St. John, proceeded to Grand Manan and continued cruising around Grand Manan, Brier Island and Digby until May 19 when the ship was relieved by *Constance* at North Head, Grand Manan.

Petrel then proceeded to her cruising station on the south coast of Nova Scotia to watch the U. S. seining fleet. After arriving at Shelburne on May 22 the first of the seining fleet was boarded. The fishing fleet continued to arrive quickly and by May 30 the fleet numbered 32. The ship kept in close touch with the fishing fleet until they passed Canso and then crossed to the West and watched for stragglers. The fish were wild and scattered along the whole coast and very few catches were made, the mackerel fishing being a failure.

On June 10 the last of the seining fleet left and ship then continued cruising on station between Cape Sable and Straits of Canso. On June 12 proceeded to Seal Island and Wood's Harbour to look after the U.S. fishing smacks off these places.

On July 14 found the U.S. lobster smacks *Mary F. Smith, McNichol, Nellie M. Davis* and *Price of the Port* fishing with 150 to 200 traps each.

During this cruise ship found and destroyed 70 lobster traps which had been set inside the three mile limit.

On July 18 proceeded to Bridgewater to assist the Fishery Officer there and then continued cruising on station.

On August 1 arrived at Halifax, and on August 3 prcoeeded to stand by to render assistance to H.M.C.S. *Niobe* which had grounded off Cape Sable.

Continued cruising on station until August 6 when orders were received to proceed to Liverpool to embark Captain Johnston from *Canada.*

Ship then proceeded to H.M.S. *Cornwall,* arriving alongside H.M.C.S. *Niobe* at 6 a.m. on August 7 and in the evening of the same day, with the assistance of C.G.S. *Lady Laurier,* towed *Niobe* from Clark's Harbour out to H.M.S. *Cornwall* standing by to render assistance if necessary.

Ship then returned to Barrington Passage to search for uncharted rock on which H.M.S. *Cornwall* had grounded. The rock having been discovered, on August 12 proceeded to Shelburne.

On August 14 with Lieutenant McLeod, Navigating Officer of H.M.S. *Cornwall* proceeded to the rock to verify position, returning to Shelburne August 19 when Lieutenant McLeod rejoined H.M.S. *Cornwall*.

Continued cruising on station until August 24 and after assisting the Fishery Officer at Bridgewater to settle a dispute, proceeded to Halifax, arriving there on August 30, with Captain Barkhouse sick on board.

The Captain was then sent to hospital for treatment and Captain Milne of C.G.S. *Curlew* took over command of the *Petrel*, after which ship continued cruising on station, returning to Halifax on September 15.

On September 18 Captain Barkhouse resumed command and Captain Milne returned to C.G.S. *Curlew*. Ship was then laid up for repairs to machinery which were complete on October 10.

On October 11, after settling disputes at North West, South West and Mill Coves, St. Margaret's Bay, continued cruising on station, arriving at Shelburne on October 17 and proceeded from thence to North West Cove, to investigate complaint.

On October 18 embarked Fishery Inspector Robertson and proceeded to Chester, embarking Fishery Overseer Webber at that place.

On October 21 proceeded to North West, South West and Mill Coves, St. Margaret's Bay, cautioning fishermen to take up their nets and collecting the license fees. Arrived Chester October 21 when Messrs. Webber and Robertson left ship.

Continued cruising on station until November 10 when ship arrived at Halifax and was inspected by Rear Admiral C. E. Kingsmill, Director of the Naval Service and Staff, after which ship proceeded to cruise on station again.

On December 14 proceeded to Liverpool to lay up for winter, arriving on 15.

Ship was put into winter quarters and crew paid off on December 20.

During the season very little illegal fishing was met with. The lobster catch during the open season was fairly successful, being above the average on the western coast. The eastern part of the coast fishing was only fair as the fishermen lost a great amount of gear owing to storms.

The cod fishing on the south shore was very successful, beating all previous years. Inshore cod fishing was successful at first but heavy gales set in early and put a stop to this fishing. The fall mackerel catch on the coast was a complete failure. The sword fishing was fairly successful, about forty boats being engaged during August and September.

During the season the ship steamed 5,700 miles and 99 U.S. fishing vessels were boarded.

'CURLEW.'

Is a twin screw iron steamer; length 116'; beam 19'8"; draught 11'3"; gross tonnage 158 tons; and speed 10 knots. Her complement is 20 Officers and men all told and she is commanded by Captain W. J. Milne.

On April 1, 1911, the ship was undergoing repair at Halifax Dockyard when a new boiler was installed, a new main deck laid and other much needed repairs performed.

On September 16, ship was commissioned and left Halifax, cruising towards the Bay of Fundy station.

On September 28, arrived at St. John relieving C.G.S. *Constance* which had been protecting the fish of that station since the beginning of the season. Afterwards the ship continued cruising on her station to prevent the United States sardine boats from fishing, and on October 26 proceeded to Yarmouth County and Seal Islands to watch the United States vessels engaged in lobster fishing.

On October 29 owing to the weather becoming very stormy, the last United States ship left for home and on November 4 *Curlew* returned to Bay of Fundy and cruised

along the New Brunswick and Nova Scotia shores, keeping a careful lookout for illegal lobster fishing and destroying the traps set, &c.

On November 28 proceeded to Seal Islands through Schooner Passage, thence visiting Yarmouth and the Tusket Islands, and returning to St. John on December 3 where ship was coaled. Ship then proceeded to Yarmouth and Seal Islands and cruised along the southeastern shore of Nova Scotia towards Halifax, destroying several lobster traps illegally set along the route.

On December 20 crew was paid off and ship placed in winter quarters.

During the season ship steamed 2,000 miles, seized one boat for fishing during the 'Sunday Close Season' and one for driving herring, as well as destroying a number of lobster traps illegally set and boarding a large number of United States boats and schooners.

'CONSTANCE.'

Is a twin screw iron steamer, length 116', beam 19' 8", draught 11' 2", gross tonnage 185 tons. Her complement is 23 Officers and men all told and she is commanded by Captain Thomas Kyffin.

During the winter the ship was laid up in H.M.C. Dockyard, Halifax, and commissioned for the season on April 1, 1911, but did not leave until May 5 when she proceeded to the waters around Antigonish County and investigated several complaints of illegal fishing in that vicinity, but was unable to find any, so returned to Halifax on the 14.

On May 15 coaled ship and swung for adjustment of compasses and on the 17 proceeded towards Bay of Fundy to relieve *Petrel*, arriving at Flags Cove, Grand Manan on the 19.

On May 20 ship arrived at St. John, N.B., where she was grounded and her bottom and hull scraped and painted.

Continued cruising on May 29, calling at St. Mary's Bay, Westport, East Sandy Cove, Digby, and arrived at St. John on June 5. Leaving St. John next day the ports of Welch Pool, Lepreau, St. John and Advocate Harbour were visited and ship arrived at Digby on June 14.

Ship left Digby for St. John on 17 and then continued cruising to the westward from whence she proceeded to Whitehead, Grand Manan and Woodbridge Cove to consult with the fishery officers at these places, returning to St. John again on July 8.

Hearing reports of dynamiting being carried on ship returned to Grand Manan on July 15 but found no dynamiting.

Owing to foggy weather ship did not leave Grand Manan until July 20 when she proceeded to St. John calling at Beaver Harbour en route. On July 26 returned to Grand Manan Island; leaving there on 27, called at Briar Island, Muir Ledges, Campobello, Welch Pool, and arrived at St. John on 28.

On August 3 returned to Grand Manan Island, keeping a lookout for dynamiters, and then continued cruising, calling at Yarmouth and St. John and anchoring at Digby on August 11.

Continued cruising on station until August 15 when ship proceeded to Welch Pool to consult Fishery Inspector Calder, remaining there for the Regatta on the 16 when the Honourable the Minister of Public Works went on board the ship to view the water sports.

On August 17 continued cruising, calling at St. John, Beaver Harbour, Bliss Harbour, Briar Island, Grand Manan Island, Old Proprietor Ledge, Wolfe Island and Lepreau Harbour, returning to St. John on August 25.

Left St. John on August 30 and continued cruising around Grand Manan Island, calling at Welch Pool, Bliss Harbour, Black's Harbour and arriving at St. John on September 4.

On September 8 continued cruising, calling at Musquash, Lepreau Harbour, Welch Pool, returning to St. John on September 10.

Continued cruising on 13 towards Welch Pool, where on anchoring the starboard anchor and cable carried away, and, although the following day was spent in dragging was not recovered.

Continued cruising on 15, anchoring at Black's Harbour and returned to St. John on 17.

Left St. John for Welch Pool on the 18 and there recovered anchor which had been lost; proceeded thence to Halifax, after turning over the Bay of Fundy Station to Captain Milne of C.G.S. *Curlew*.

Arrived at Halifax on October 8 when certain small repairs were undertaken and proceeded on October 18 to a station on Prince Edward Island, arriving on 23.

Continued cruising on station until orders were received to be at Halifax on November 10.

On November 16 Rear Admiral Kingsmill, Director of the Naval Service, came on board to inspect ship and on 18 ship continued cruising, calling at Lunenburg, Shelburne and Sand Point, where eleven fishing vessels were boarded; thence cruised to Lockport, Port Mouton and Liverpool, arriving at Halifax again on November 28.

On December 20 ship's company was paid off and ship went into winter quarters.

During the season the lobster laws in the Bay of Fundy were well observed, the greater part of the trouble having arisen from the dynamiters.

The Fall catch of mackerel on the Prince Edward Island Station was a complete failure, the line fish and lobster catch being about the average.

The poor fishing was due to a large extent, to the bad and foggy weather which prevailed.

'VIGILANT.'

Is a steel twin screw ship, length 175', beam 22', draught 10', and gross tonnage 396 tons. She is electrically lighted throughout and fitted with a powerful searchlight. Her complement is 30 officers and men all told and she is commanded by Captain P. C. Robinson.

The ship having been given a thorough overhaul during the winter 1910-11 at Polson's Iron Works, Toronto, was commissioned on April 20 and proceeded to sea on a trial trip with the President and Manager of the Polson Company on board. The trial was satisfactory, with the exception of a defective joint on safety valve of forward boiler. The defect having been made good in dock, *Vigilant* left Toronto and passing through the Welland Canal arrived at Port Colborne.

Proceeded on April 28 and after calling at Port Dover to land stores, on May 2 proceeded to cruise on station towards the westward, calling at Port Stanley Kingsville.

Very little poaching was found while ship was in commission, and cruising was carried on as requisite until July 1 when *Vigilant* arrived at Port Dover to assist in a celebration.

On September 18, Rear Admiral C. E. Kingsmill, Director of the Naval Service and Staff inspected the ship.

During November very little cruising was done as owing to the bad state of the weather, very few fishermen were operating.

After December on account of the low price of fish very little fishing was done and the majority of the U.S. tugs were laid up.

During the season *Vigilant* called at various life saving stations and reported on conditions there.

Amongst other services a wachman's clock system was installed at the Point Pelee Life Saving Station and at East End Long Point Light Station a boat being built for the station was inspected and reported on.

The total number of nets taken during the season was 304, of which 110 were sold by *Vigilant*, the Inspector of Fisheries at Toronto disposing of the remainder.

Vigilant steamed 5,955 miles during the year.

'KESTREL.'

Is a wooden screw steamer, length 126', beam 24', draught 12', gross tonnage 311 tons, and speed 10 knots. She was built in Vancouver, B.C., in 1903. Her complement is 23 Officers and men all told and she is commanded by Captain Holmes Newcomb.

The *Kestrel* was employed in keeping U.S. fishing vessels outside the forbidden limits on the west coast and keeping the harbours clear, and was assisted by the small cruisers *Falcon* and *Restless*.

On April 1 ship was at Union, but orders were received to proceed to Vancouver and thence to Esquimalt. On April 21 ship proceeded to Vancouver to allow Captain to give expert evidence in the trial concerning the capture of the U.S. Steamship *Edrie* by H.M.C.S. *Rainbow* in February 1911.

Leaving Vancouver on May 1, *Kestrel* proceeded to Union to coal and then cruise as necessary on station, arriving at Prince Rupert on May 13.

The SS. *Germania* having been chartered as a fishery protection vessel, First Officer Ledwell was appointed in command and *Kestrel* proceeded to Hardy Bay on the 17 to transfer Captain Ledwell. Cruising was then carried on on the station until May 31 when ship returned to Union to coal, returning again to her station on completion of coaling ship.

Orders having been received to proceed to Nanaimo *Kestrel* arrived there on June 18, and then proceeded to Esquimalt, arriving on the 19.

On July 10 ship was paid off and stripped ready to be sold out of the Service, and Captain Newcomb proceeded to take command of the *William Jolliffe*.

From April 1 to July 10 *Kestrel* had cruised 3,216 miles.

'WILLIAM JOLLIFFE.'

Was chartered as a Fishery Protection Vessel from the British Columbia Salvage Company and left Esquimalt on July 10 with Mr. Taylor, Inspector of Fisheries, on board and inspected the Juan de Fuca Straits inspecting the salmon traps, returning to Victoria the same evening to land Mr. Taylor.

Continued cruising as necessary, following the fishermen and driving them out of the harbours, arriving at North Island on July 24. From thence cruised southward along the west coast of Queen Charlotte Islands, calling at all the bays and inlets en route and after gaining much useful information with reference to new fishing banks, &c., arrived at Esquimalt August 1.

On the return trip, arrived at Departure Bay on August 12, proceeding the same day over the west coast where a U.S. brig was found anchored on Swiftsure Bank, exceedingly well fitted out with appliances for taking and preserving salmon and also possessing 14 to 16 gasolene launches for running into the mouths of the various streams along the coast in the absence of the Fishery Protection Cruiser. This brig was warned against fishing inside the three mile limit.

Continued cruising in these waters until August 26 when a gasolene launch, which proved to be the *Seara* of Seattle, was captured and towed to English Bay, where she was turned over to Inspector Cunningham, the *Restless* taking her in tow to New Westminster. The *William Jolliffe* then proceeded cruising on her own station arriving at Esquimalt on September 1.

Leaving Esquimalt on September 4 ship continued cruising and after destroying a net anchored across Saratia River continued cruising to the northwards, and having driven the U.S. fishermen *Washington* out of Goose Island Harbour on September 12 arrived at Esquimalt on September 30.

During the month of October ship continued cruising northwards as necessary, assisting the SS. *Campac* to remove a boom of logs from the main channel on the 10.

During the month of November ship cruised on the west coast as necessary and on the 12 six U.S. fishing vessels were turned out of Sidney Inlet and on 19 ship proceeded to Vancouver to allow the Captain to attend the trial of the seized sloop *Seara*, which vessel was condemned by the Court to be sold.

The *William Jolliffe* then proceeded to Esquimalt on October 20 and was there fitted with wireless telegraphy. Having embarked Mr. C. P. Edwards, General Superintendent Government Wireless Service and Mr. Stephenson, Chief Electrician, ship left to visit all wireless stations and on November 29, having received distress call from the stranded steamer *Tees*, proceeded to her assistance, picked up one of her boats on December 2 and arrived at the steamer the same day.

Other assistance having arrived ship continued her regular work and having called at Triangle Island, Ikeda Head and other stations reached Esquimalt on December 10 and disembarked Mr. Edwards.

The ship then continued cruising until 23 on which date Esquimalt was reached.

In the month of January the ship cruised in the northern waters amongst the fishermen as required, arriving at Union on February 2 for coal.

Leaving Union ship cruised on the west coast until the 13 when she proceeded to Queen Charlotte Islands in search of a tug and schooner supposed to have been wrecked on this coast, of which however no trace was found.

The *William Joliffe* then continued cruising on her station as requisite.

During the season several vessels were chartered to assist in fishery protection work, among them being the *Sebastian, Grant* and *Germania*. Considerable poaching was found during the year, not only for halibut, but also for salmon and herring. The foreign fishing fleet was very largely increased, many of the older craft being replaced by faster and more up-to-date boats.

During the season *William Jolliffe* was in commission she steamed 15,348 miles.

Considerable information as to the age and habits of halibut has been gained during the last season.

Although there has been very little fishing carried on in Hecate Straits the catch has been above the average, amounting to 9,030,680 lbs. for Canadian boats, the increase of catch being accounted for by the extra number of boats fishing and the new banks which have been located in Dixon Entrance and the west coast of Wueen Charlotte Islands.

'RESTLESS.'

Captain Charles Moore, was working at the North end of Vancouver Island until April 7 when he proceeded to Union Bay to coal ship and thence to New Westminster, B.C., to report to Mr. Cunningham, Chief Inspector of Fisheries, arriving on April 11.

From this date until May 26 ship was being overhauled and repaired, and on 27 commenced patrol duty on the Fraser River and Gulf of Georgia.

On June 14 conveyed Mr. Cunningham, Professor Halkett and Mr. C. B. Sword, Inspector of Fisheries, to visit the American Salmon traps at Port Roberts and Boundary Bay, proceeding then to Blaine, U.S., where the party disembarked.

Continued cruising until July 7 when Mr. Cunningham again came on board and proceeded on tour of inspection of all the salmon stations in the Northern District under the charge of Mr. J. T. Williams, Inspector of Fisheries.

During this trip the following canneries were inspected:—Quathrasca Cove, Alert Bay, Smith's Inlet, Rivers Inlet (at which place Inspector Williams came on board), Namu, Bella Coola, Kimsquit, Buteglen, Lowe Inlet, Skeena River, Wales Island and Naas River.

Ship having returned to Prince Rupert on June 18, Inspector Williams disembarked there and ship proceeded to New Westminster, arriving on the 24.

On July 26 continued carrying on patrol duties on the Fraser River and Gulf of Georgia until November 16, during which time various trips were made to Blaine, Anacortes, Cowichan, Nanaimo, Departure Bay, and Jarvis Inlet.

During this period five boats were arrested by the *Restless* for violation of the fishery rules and regulations and fined by the Chief Inspector in each case.

On November 6 vessel proceeded to Esquimalt, arriving on the 8, and was then equipped for patrol service during the winter, after which on November 17 took C.G.S. *Falcon* in tow to Victoria, proceeding thence to Nanaimo to meet Captain Newcomb for further orders.

On receipt of these orders proceeded North as far as Hope Island for patrol duty on that station.

Since arriving on this station no foreign fishing vessels were seen or heard of, which is possibly accounted for by the bad weather conditions which prevailed.

During the year *Restless* steamed 6,580 miles and was at sea 750 hours.

'FALCON.'

Captain Alfred Copp, was employed under the orders of Captain Newcomb of the *Kestrel* and *William Jolliffe*.

Left Esquimalt November 25 for Prince Rupert, calling at Vancouver en route and arriving at Prince Rupert on December 5. Continued cruising between the North end of Banks Island and to North of Dunas Island watching the harbours there and keeping the United States fishermen on the move.

The following United States ships were ordered to sea, having been found within the three mile limit:—

On December 14 on White Rock the American Gasoline Schooner *Director*.

On December 18 at Butter Cove the Stephens Islands, the American Fishery Steamers *Manhattan* and *San Juan*.

On December 26 at White Rock, Banks Island, the Fishery Steamer *Grant*. The latter ship was allowed to shelter for the night owing to heavy weather, but later dragging her anchors went on the rocks and became a total wreck, her crew of 40 officers and men being taken on board the *Falcon* and landed at Prince Rupert.

On January 10 certain repairs were effected to the *Falcon* at Digby Island, and ship proceeded to sea again on the 21.

On February 4 while at Stanley Harbour, Dundas Island, the United States Steamship *Carona* of Seattle came in with machinery broken down; having effected repairs she was ordered to sea on the 6.

On February 8, whilst cruising near Dundas met with the Canadian Gas Schooner *Princess Victoria* with sails blown to pieces and machinery broken down. Towed this ship to safe anchorage but as repairs could not be effected on board, continued towing her on February 11 to Prince Rupert, arriving that day at 4 p.m.

On February 16 helped the Gas Schooner *North Laund* of Seattle to make good her repairs and ordered her to sea on the 18.

Until the middle of February the weather was very stormy and few United States vessels were met with. The weather, however, improved after this and fishing became better.

On February 25 arrived at Prince Rupert to coal ship and left on 27 to cruise in Hecate Straits.

Total number of miles steamed by Ship from November 29 to March 31 was 2,112.

I have the honour to be, sir,
Your obedient servant,

C. E. KINGSMILL,
Rear Admiral, Director of the Naval Service.

SESSIONAL PAPER No. 38

REPORT ON THE SURVEY OF TIDES AND CURRENTS.

OTTAWA, April 1, 1912.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to submit the following report of the work done in the Survey of Tides and Currents, during the twelve months ending March 31, 1912. In general terms, the work comprises the maintenance of the principal tide stations in Eastern Canada and on the Pacific Coast; further investigation of the tides and currents during the summer months; the reduction of the observations to make the results of practical use; and the publication of Tide Tables and other information. The surveying steamer C.G.S. *Gulnare* was again utilized for the investigation of the currents during last season. The tidal stations on both coasts were visited for inspection and repairs, and some improvements were introduced.

TIDAL OBSERVATIONS.

The principal tidal stations have been maintained in continuous operation throughout the year with little interruption, except at Port Simpson and Prince Rupert in British Columbia. There are six of these stations in Eastern Canada, and five on the Pacific Coast. These are maintained summer and winter, as it is essential to obtain a continuous record throughout the year as a basis for the calculation of tides tables. Special arrangements have been made by which the time can be obtained correctly, as in winter some of the stations are cut off from communication, except by telegraph.

To utilize the tidal record as a basis for calculation of tide tables, it is necessary to make good any breaks or interruptions that occur, by a special method of interpolation. It is also necessary to reduce the observations to a uniform datum level, which is maintained from year to year by means of instrumental levels and comparisons, which are taken throughout the progress of the observations. The height of the tide is thus referred to a uniform low-water datum, which accords with the low water of the charts. By this method, the height of the tide in the tide tables shows the depth of water available in addition to the chart soundings.

During the year, the following tidal record has been reduced and submitted to harmonic analysis:—For Eastern Canada, 2 years of record from Quebec, 2 years from Father Point, 3 years from St. Paul Island, and 2 years from St. John, N.B. For the Pacific Coast, one year of record from each of the following stations: Clayoquot, which is the reference station for the west coast of Vancouver Island, Victoria, Vancouver and Prince Rupert, B.C.

This reduction of 13 complete years of tidal record represents a large amount of work, and will result in a very substantial improvement in the accuracy of the tide tables. Those for Eastern Canada are now more accurate than any for the Atlantic Coast of the United States, with the exception of Charlottetown which is a comparatively new station; and on the Pacific Coast three of our reference stations are now equal or superior in accuracy to any port on the Pacific Ocean, in America, Asia or Australia; and the fourth reference station at Clayoquot is already equal in accuracy to any on the Pacific Coast of the United States with the exception of San Francisco.

FURTHER OBSERVATIONS OF THE CURRENTS.

During last season an investigation of the currents in the entrance to the St. Lawrence was carried out; and for this the C.G.S. *Gulnare* was utilized. This is an important region, as it is traversed by steamships on the Belle Isle route as well as by those passing south of Newfoundland; and also by the lines of coasting steamers from Sydney to Montreal.

Observations of the set of the current were taken, day and night, at the Lightship stationed off Heath Point, Anticosti. On the surveying steamer, the observations were made continuously day and night with the aid of current meters and electrical appliances. The information obtained was thus accurate and definite.

The currents in the passage between Anticosti Island and the Gaspe Coast are very different in their character on the two sides. Off the coast of Anticosti, they veer continually in direction, while on the Gaspé side the current sets constantly and strongly outwards. As both classes of currents are dominated by tidal influence, it was thought advisable to establish a tide gauge for reference at South-west Point, Anticosti; but unfortunately this was carried away early in the season. It was found however, that Father Point is quite satisfactory as a reference station, and by its use the currents are brought into direct relation with the Father Point tide tables, which are published annually. The influence of the wind upon the currents was also carefully observed; and complete information as to the wind itself was obtained from an anemometer on board, which was read every four hours day and night continuously, while a barograph gave a continuous record of the fluctuations of the barometer.

With such appliances it was found possible to obtain very complete information. The observations could be continued without interruption during fog or rain; and good record of the current could be obtained so long as the waves did not exceed six or eight feet in height. The chief source of interruption was the entire want of shelter on such exposed coasts; and when heavy weather came on, it was often necessary to make a long run. The depths in which anchorages had to be made were also great; as on the Gaspe side they range from 135 to 215 fathoms; and as the bottom consists of soft clay sufficiently adhesive to ball around the anchor, it makes very poor holding ground.

These investigations were carried out under the personal supervision of the Superintendent, with the assistance of Mr. S. C. Hayden who had charge of the work during the latter part of the season. The night observations were taken by Mr. F. Nash and Mr. R. Hogg. Captain C. T. Knowlton also gave valuable co-operation in addition to his regular duties.

The results of these observations have been thoroughly worked up during the winter, and they will undoubtedly prove valuable to shipping, as a large proportion of the whole commerce of Canada passes through this region. A 'Notice to Mariners' was prepared to explain the leading features of the Gaspe current, and the best routes to follow to take advantage of it, or to avoid it, as the case may require. The following summary description is taken from this Notice.

CURRENTS IN THE ENTRANCE TO THE ST. LAWRENCE.

There is a constant downward current in the middle of the St. Lawrence estuary which continues along the south shore for the whole length of the Gaspe Coast. This constant outward tendency, as distinguished from the usual tidal behaviour of the Lower St. Lawrence, is first felt below Red Islet, near the mouth of the Saguenay. It is met by a cross current from Pointe des Monts, setting towards Cape Chat. Below this, the outward current is still more pronounced, and is known as the 'Gaspe Current.' It follows the curve of the Gaspe coast as far as Cape Gaspe, from which it sets across the Gulf of St. Lawrence towards the Magdalen Islands.

The Gaspe Current.—Along the Gaspe Coast the current sets downward, from one or two miles off shore to about ten miles off. Although constant in the sense of being always in the one direction, it is subject to a strongly marked fluctuation in speed in strict accordance with the tide; being stronger during the ebb and weaker during the flood. Its greatest strength is at an offing of 4 or 5 miles, where it attains a speed of over 3 knots at the springs and about 1½ knots at the neaps. At an offing of 8 miles it is much weaker, and at 12 miles any current there is, is no longer continuously downward.

Currents elsewhere.—In the middle of the passage between the Gaspe Coast and Anticosti, and on the Anticosti side, the currents show as their leading characteristic, a continuous veer around the compass in the right hand direction, in the tidal period. There is good evidence that the water there makes westward on the whole, to compensate for the outflow of the Gaspe current.

Wind disturbance.—The most careful attention throughout the season was given to this question; with appliances registering speed to $\frac{1}{50}$th of a knot, and comparison of the surface current with the speed and direction beneath, to detect disturbance. Nothing was more striking than the apparent indifference of the currents to the wind as a general rule. The weakest currents would set directly into the wind, just as usual, as they veered around. It was not evident during the course of the investigations, that strong winds and gales had any effect on the flow of the Gaspe current, unless this can be detected when the observations are subjected to a searching analysis, with allowance for tidal fluctuation.

It is the usual winds, which are almost always up or down the coast, that seem to have so little influence on the current. But there is some evidence that with offshore winds from the southwest, which are unusual in the summer season, the Gaspe current may be displaced in position, and lie farther out. Hence at a given offing, the current may appear to be checked by the wind, as it may have taken a different route, nearer the middle of the passage. Also, northerly winds may possibly make the current narrower and stronger, by pressing it against the coast.

The Caution on the charts, 'Currents governed principally by wind,' is therefore so erroneous as to be quite misleading. Also, the two lines of current on the chart of Anticosti Island, may be regarded as alternative routes; though the outer route, in the middle of the passage, is quite unusual and should be so indicated.

In-shore flood stream.—There are times when a flood stream is found to occupy a width of one or two miles between the Gaspe current and the shore. According to information obtained from the captains of the coal steamers, this may be described as follows: From Cape Rosier to Cape Magdalen, at one mile off, the flood stream has a speed of one knot at the most. From Cape Magdalen to Cape Chat the downward current appears to keep close in, as indicated on the local charts; and it is thus only weakened during the flood, without being reversed. Above Cape Chat the upward set on the flood may extend as far as two miles from shore; but it may not be found during the neap tides. This in-shore flood is thus more pronounced above Cape Chat; and it becomes a feature which extends a long way up the estuary.

Course inwards.—The coasting steamers engaged in the coal trade, when inward bound, are tempted to take a route close in shore, to avoid the Gaspe current and obtain help from the upward flood. Apart from the risk of keeping within a mile or two of the shore, this in-shore flood is in most places only strong enough to be of service about the time of spring tides and then only for the flood period. After the six hours of flood, in which some 60 miles along the coast are made, these steamers must sheer out to a greater offing; as for the next six hours the in-shore ebb stream adds to the strength of the main current.

The captains with longest experience therefore maintain that better time can be made by keeping out to an offing of 8 or 10 miles near the outer edge of the Gaspe

current where it is usually weak enough to be inappreciable. Record time has been made at this offing; and one captain claims that at an offing of 12 miles he only lost a quarter of an hour from current as far in as Pointe des Monts.

The best inward route from Bird Rocks is to make the Gaspe coast at an offing of 14 miles at Cape Rosier, and to maintain an offing of ten miles from Fame Point to Cape Chat. Sailing vessels should tack when ten miles off. From there, the choice is open to make Manikuagan and follow the north shore, which may be advisable for better shelter in the autumn or at any other time when northerly winds are prevalent, keeping the weather clear.

The investigation on this season also show that Atlantic steamers, inward bound, will gain time by making a straight course from Bagot Point, Anticosti, to a point 10 miles off Cape Magdalen, and thence maintaining the same offing till within the mouth of the estuary opposite Pointe des Monts.

Outward course.—A distinct advantage will be gained by all vessels, by keeping in the strength of the Gaspe current, at an offing of 4 to 5 miles, from Cape Chat outward. Even steamers on the Belle Isle route may obtain an advantage by following the rounding of the coast at this offing as far as Fame Point at least, before turning off towards Anticosti. The distance that the coast should thus be followed will be greater if it is ebb tide at the time; as they may then obtain as much as 3 knots in their favour, which will more then compensate for the slight extra distance by the chart. All coasting steamers, and Atlantic steamers on the route south of Newfoundland, will gain by keeping this offing till they leave the Gaspe coast.

INFORMATION ON THE TIDES.

The observations obtained in the season of 1910, along the north shore of the Gulf of St. Lawrence from Seven Islands to Belle Isle strait were finally reduced to a form suitable for publication in the tide tables. This stretch of coast was divided into three parts; the western end as far as Mingan being referred to Father Point, and the eastern end being brought into relation with the principal station in Belle Isle Strait. In the middle section, it is necessary to distinguish high water and low water, and to refer them separately to St. Paul Island and Father Point, which are the two principal stations that command this region. The tidal differences resulting were put in tabular form in the tide tables, which makes the whole matter clear and easy to follow. The time of high and low water at all the harbours along the north shore of the Gulf, can thus be found readily.

On the Pacific Coast, the principal progress made was in the improvement of the data for the tidal portions of the two chief rivers, the Fraser and the Skeena. From the observations at Essington on the Skeena, the variations in the time of the tide were fully ascertained and reduced to practical shape. On the Lower Fraser, observations at Port Haney and Sumas extending over considerable periods were obtained from Mr. G. A. Keefer, Resident Engineer of Public Works. These were simultaneous with the continuous record obtained from New Westminster. The tidal variation on the river is complicated by the annual freshet; but its variations have now been determined and are explained in the tide tables. These will be of value to several ports on the Lower Fraser which are developing rapidly.

Further observations were obtained by the Hydrographic Survey in British Columbia, by means of tide gauges supplied by this survey. These were taken at two points on the Queen Charlotte Islands, at Pacofi and at Queen Charlotte City in Skidegate inlet; and also at Ocean Falls, at about the middle of the length of Gardner channel where a large industry has been started. Another tide gauge was placed by the Hydrographic Survey at Escoumains on the Lower St. Lawrence, for reference in the reduction of soundings. The tidal record obtained from these new places will be of value in extending the information which this survey can publish.

The new information regarding Seymour Narrows and the series of narrows and rapids between the islands eastward to the mainland, referred to in the last report, has now been published in the tide tables. This enables the time of slack water to be known in a number of intermediate passes between Seymour Narrows and the Yuculta, which are used by coasting steamers and also in the lumber industry. The tables of slack water for Seymour Narrows have also been improved in accuracy by means of better data obtained from these observations.

GREAT LAKES.

The observations in the Great Lakes were continued in Georgian Bay during last season under the supervision of Professor Loudon. A small grant for expenses was made from the appropriation for this survey. The water level in Lake Ontario is also observed at Toronto by the Deputy Harbor Master; and the record is forwarded to the office of this survey.

ARCTIC OCEAN AND HUDSON BAY.

During Captain Bernier's latest expedition in the C.G.S. *Arctic,* further tidal observations were obtained by means of a large type of registering gauge supplied by this survey. The observations were taken by Mr. J. T. E. Lavoie. They will afford further information in this new region, and they have also the advantage of being taken with a modern type of recording instrument.

The information as yet available for Hudson Bay is very meagre. It has recently been ascertained however, that a large amount of valuable information for Hudson Strait was obtained during the Gordon Expeditions of 1884 to 1886. In Lieut. Gordon's report, it was stated that observers were placed at a number of stations along Hudson Strait during two successive winters; and detailed instructions of the tides, as well as the meteorological conditions. As no tidal information worth mentioning was ever published in Gordon's reports, inquiries were instituted regarding the matter. It was eventually ascertained that the whole series of original observations have remained in the custody of the meteorological office in Toronto; and these have now been secured for this survey. They are of much value now that the navigation of Hudson Strait and Bay are being seriously considered; and more especially when the range of the tide in the middle of Hudson Strait amounts to 30 feet.

The observations referred to were taken at Port Burwell near Cape Chidley, at Ashe Inlet, Stupart Bay, Nottingham Island and Cape Digges. These observations extend over several months including parts of the summer season, and at three localities they are continuous throughout the winter. They are also sufficiently simultaneous to enable the progress of the tide to be traced throughout the strait.

Some recent observations have been obtained by the Hydrographic Survey in 1910 and 1911 at Churchill and Nelson. These extend over a period of about two months in each instance. Copies of these records have been furnished to this survey.

INFORMATION SUPPLIED.

A number of tide tables are sent on request in addition to those addressed regularly from our mailing lists. Amongst the requests received for tide tables, it is interesting to note the number asked for by industrial establishments, quite apart from their use in navigation. Many inquiries are received which can be met by looking up the special information asked for, in reports already published. Amongst the requests received during the year, the following may be mentioned as illustrations of their miscellaneous character:—

The range of tide at St. John, N.B., sent to the British Admiralty, together with the extreme difference in the level of the tide there during nine successive years. Required to correct rise of tide at St. John.

Tracings of tide curves at Moncton on the Petitcodiac river, showing the arrival of the Bore. This record was sent to the British Admiralty on request. It was obtained by means of a recording gauge of special design, devised by the Superintendent, to obtain data for the time of the arrival of the Bore.

Advance information on the tides of the Lower Fraser communicated to the Resident Engineer of Public Works at New Westminster, B.C.

The temperature of the water in the Bay of Fundy at the surface and below to a depth of 30 fathoms as obtained in 1904 and 1907, sent on request to the Fisheries Inspector at Weymouth, N.S.

Advance information regarding the tides on the Lower Skeena supplied to the General Superintendent of the Hydro-Electric Co., Prince Rupert, B.C.

The range of the tide at Massett harbour and in Massett Lake in the Queen Charlotte Islands, prepared for a Civil Engineer in Vancouver.

Several requests were received for information as to the tides of the Bay of Fundy, their greatest height, the time of high water at future dates, &c.

As a basis for the geodetic levels undertaken by the Dominion Observatory, complete data for mean sea level have been brought up to date for Quebec, Father Point, Halifax and St. John, N.B. This is the result of extra work done by the Superintendent for a number of years, undertaken because of its value from an engineering standpoint.

CO-OPERATION WITH OTHER SURVEYS.

Arrangements have been made, as in previous years, for co-operation with other surveys in view of the work of the coming season, by supplying them with self-registering tidal instruments and the necessary outfit with them. By careful consideration of the conditions, and by supplying instruments with a suitable scale together with an outfit adapted to the locality, much labour and expense are saved to those surveys. In return, they hand over to this survey the tidal record obtained, after they have taken from it the data required for their own purposes. From such records additional information is obtained for publication in the Tide Tables.

In accordance with this plan, observations will be obtained at the following localities during the coming season:—

The Hydrographic survey in British Columbia will place two gauges in Hecate Strait to obtain tidal data for the reduction of soundings. These will probably be placed in Cumshewa Inlet and at Kitkatlah on Porcher Island.

On the Upper Skeena, a tide gauge will be placed by the Hydro-Electric Power Co. of Prince Rupert, at the mouth of the Ktada River or the Hocsall, where their power works are being erected.

Three registering tide gauges have been supplied to Mr. J. K. Scammel of the Public Works department, St. John, N.B. These will be placed at suitable localities along the St. John river to obtain a simultaneous series of observations of its variations in level.

The Chief Engineer of the Temiskaming and Northern Ontario railway has been supplied with a tide gauge for use at Moose Factory on James Bay. This will afford tidal information for a new locality of growing importance.

For the Hydrographic survey on the Lower St. Lawrence, a tide gauge will be supplied if required; unless the principal tide station at Father Point will serve for the region to be surveyed this season. In the past two years the Hydrographic survey has obtained tidal information at Bic Harbour and at Escoumains on the North Shore of the St. Lawrence.

PUBLICATIONS.

The tidal information for Canada is now published in two sets of Tide Tables, one for the Eastern Coast and the other for the Pacific. This division facilitates their distribution. The editions of these tables now amount to 4,000 for Eastern Canada and 5,000 for the Pacific Coast. A large proportion of these are addressed individually. All the steamship companies on both coasts are supplied with them, as well as a number of industries on the coast such as saw-mills, canneries, whaling establishments, &c. The tide tables are much appreciated also by fishermen, as in many cases the best catch is at the turn of the tide. In British Columbia large numbers of tide tables are supplied to the various booksellers who have the opportunity to distribute them.

In addition to the complete tables, two Abridged Editions are issued of pocket size. One of these is for Quebec and the St. Lawrence, 2,000 in quantity; and the other for St. John, N.B. and the Bay of Fundy, of which the issue now reaches 6,000. The circulation of these abridged editions is steadily increasing, and with the help of Harbour masters and Customs officers, they reach all classes of mariners down to the fishermen on the coasts.

The information in the tide tables for Eastern Canada has been much increased and largely rearranged. In next year's tables, the tide at Summerside, P.E.I., will be published on account of its growing importance on the line of communication with Prince Edward Island.

On the Pacific Coast, new information is added as the investigation of the survey are extended, some of which has been already indicated. The basis from which the tide tables are calculated is also steadily extending for the improvement of their accuracy.

Some of the more important tide tables and other tidal information are republished in the *Canadian Almanac*, and also in *Belcher's Almanac* for the Maritime Provinces. For Quebec an edition of the tide tables is published by T. J. Moore & Co. Also, in British Columbia some of the tide tables as well as slack water for First Narrows at Vancouver, are reprinted by private enterprise; and they are also published in the daily papers.

At the beginning of the year, several articles were written for the newspapers in British Columbia and the Maritime Provinces, drawing attention to new information in the tide tables, and explaining the tables of slack water for Seymour Narrows which is of interest to mariners on the Pacific Coast.

In addition to the information published in the tide tables, the data for St. Augustin bar in the St. Lawrence above Quebec are computed for a publication issued by the Ship Channel survey in which the tides at Cap à la Roche Quebec are also included. The Time of the tide during the tourist season on the Lower St. Lawrence is prepared for Little Metis and Tadousac, and posted in the hotels and the Post Office for the convenience of the summer visitors. Tourists also appreciate the time of the arrival of the Bore at Moncton at the head of the Bay of Fundy, which is included in the pocket edition of the St. John Tide Tables. These accessory tables are prepared by a little extra work in the office and without even the expense of printing, as a rule.

Advance copies of our principal tide tables are supplied to the British Admiralty for inclusion in their annual publication. The ones thus supplied are Quebec, Father Point, Halifax, and St. John, N.B., together with Victoria, Sand Heads, Vancouver and Port Simpson, B.C.

A complete revision has been made of the tidal information given in the 'Sailing Directions' for Quebec, and through the Traverse to Orignaux Point, based on the results obtained by this survey to date. This has been supplied to the Hydrographic survey for the Canadian edition of the 'Sailing Directions' in preparation.

STAFF.

This survey is carried on by the office and field staff, the officers and crew of the surveying vessel, and the outside tidal observers, who number eight on the Eastern Coasts of Canada and nine on the Pacific Coast. The permanent assistants in addition to the Superintendent are Mr. S. C. Hayden, Mr. H. W. Jones, B.Sc., and Mr. P. M. H. LeBlanc, C.E. This staff overtakes the outside work during the summer season; and in the winter, the reduction of the observations and calculations of tide tables as well as the ordinary office work.

Respectfully submitted,

W. BELL DAWSON,
Superintendent of Tidal Surveys.

DEPARTMENT OF THE NAVAL SERVICE—HYDROGRAPHIC SURVEY.

OTTAWA, July 25, 1912.

SIR,—I have the honour to submit the annual report upon the progress of the Hydrographic Survey for the fiscal year ending March 31, 1912.

The following Hydrographic Surveys were carried on during the season of 1911:—

Branch.	Steamer.	Nominal Horse Power.	Gross Tonnage.	Officers and Men.
Lake Ontario	Bayfield	112	276 (86)	25
Lower St. Lawrence	Cartier	141	556 (224)	32
Pacific Coast	Lillooet	94	575 (311)	38
Hudson Bay	Minto	450	900 (372)	51
	Schooner Chrissie Thomey		136 (123)	14
	" Burleigh		130	10
St. Lawrence River at Lachine Rapids	Gasolene Launch			

The number of officers of all ranks employed was 41, of whom 23 were surveyors. The men employed on the surveying parties number 152.

LAKE ONTARIO BRANCH.

With the twin screw steamer *Bayfield,* was in charge of Mr. A. G. Bachand, who was assisted by Mr. E. Ghysens. The officers of the steamer were Sailing Master Wm. McQuade, and Engineers John Nisbet and Wm. Baker.

This party fitted out at the Dominion Lighthouse Depot at Prescott and left for its survey ground on May 2 under Capt. Frederick Anderson, who gave over the command to Mr. Bachand on May 15.

The first work undertaken was a survey of Main Duck Island on the approach to Kingston Harbour.

As a result of the survey of Presqu'Ile Bay in 1910 a slight rearrangement of the spar buoys was found necessary and made by the survey before taking up regular work, which consisted of a water triangulation from Presqu'Ile to Port Darlington, the traversing of the shore between, and the sounding off shore for a distance of about twelve miles. This was carefully done and an accurate contour obtained. In the sounding no shoals were discovered, but the edges of the banks have been determined.

Plans, on large scales, were made of Cobourg harbour and Port Hope.

On November 4 the *Bayfield* returned to Prescott and was laid up for the winter at the Dominion Lighthouse and the crew paid off.

The staff returned to headquarters at Ottawa and were employed all winter in plotting the season's work and preparing charts for the engraver.

LOWER ST. LAWRENCE RIVER SURVEY.

This party consisted of Commander I. B. Miles, R.N., in charge, with Messrs. A. J. Pinet and G. C. Venn as assistants, and Capt. H. J. McGough as Sailing Master and Mr. D. Marotte as Chief Engineer.

Its steamer *Cartier* fitted out at the Quebec Agency of the Department of Marine and Fisheries, and after dry docking left for Rimouski headquarters on May 23, with Mr. Charles Savary temporarily in charge owing to Commander Miles having been granted leave of absence until June 1.

Triangulation, traversing and sounding were carried on in the neighbourhood of Bic Island and Father Point, until October 21 when the party returned to Quebec, laid up the vessel and paid off the crew.

The staff returned to Ottawa and spent the winter plotting the season's notes and preparing charts for the engraver.

At the end of the season Mr. G. C. Venn, who had been on the survey since April, 1906, resigned and returned to England. After such a period his retirement was a distinct loss to the survey.

PACIFIC COAST.

This party is in charge of Capt. P. C. Musgrave, who has for assistants Messrs. Louis Davies, O. Parker and R. L. Fortier, with Capt. F. H. Griffiths, Sailing Master and Pilot, and Mr. A. R. Borrowman as Chief Engineer.

On April 4 Mr. O. Parker, who had been first officer on the C.G.S. *Lillooet,* was appointed an assistant on the survey and assumed his new duties at once.

Mr. R. L. Fortier was appointed from the Fishery Protection Steamer *Canada* on May 10 as assistant and joined the staff immediately.

On April 12 Mr. T. W. Allen, who had been Chief Engineer of the steamer since its first commission, resigned and was succeeded by his second Mr. A. R. Borrowman.

On April 11 the steamer *Lillooet* with party on board left Esquimalt for her surveying field, and after coaling at Nanaimo proceeded north to Prince Rupert where she arrived the 16. Work was taken up in Arthur Passage with the view of finishing some work necessary for the completion of the chart of that channel. This was successfully accomplished and the party left for and arrived at Skidegate, Queen Charlotte Islands, on May 5.

Surveying was immediately taken up here, a party, placed in camp, made a new plan of Skidegate inlet showing important differences from the previous chart made in 1866.

The larger party, using the steamer, attempted a triangulation across Hecate strait and the traversing of the east shore of Graham Island from Rose Spit to Cape Chronstcheff, but time did not permit of much sounding being done.

It has been found that the islands are very incorrectly charted and considerably out of position, but the exact amount could not be determined as the signals on either side and necessary for triangulation could not be seen.

The traverse of the shore from Rose Point to Copper Bay, a distance of 70 miles, was successfully completed and a water triangulation of it carried out.

During six weeks in the fine weather of July and August, the steamer moved to the western approach to Dixon entrance and examined several positions in which breakers had been reported, but no sign of doubtful water could be found. Considerable sounding was done in this locality but there yet remains a vast work to complete the channel. Unfortunately the number of fine days available is very limited and it will take many years to finish.

In June several days were taken up in an examination of Nepean sound for the rock upon which the United States steamer *Chicago* was reported to have struck. After a very careful survey over the locality designated by the master of the vessel no indication of it could be found.

On October 26, owing to very urgent requests for a survey of Cousins Inlet, the party was moved to that locality and remained until November 18. Because of heavy rain, snow storms and cold weather very little was accomplished beyond the outlining of the work for the season of 1912, when it is hoped the survey will be completed.

On the whole the weather in the vicinity of Queen Charlotte Islands during the season has been better than in previous years, but the number of days of rain, fog, and strong winds has been very great, causing serious loss and adding very materially to the cost of the work and the length of time that should be necessary for its completion.

The extent of work to be done in British Columbia is so very great, that the Department should seriously consider the advisability of providing a second vessel, probably smaller, for service in the sheltered waters.

The party returned to Esquimalt on November 20, the steamer was laid up, crew paid off, and the staff moved into office in the H.M.C. Dockyard for the winter to work up field notes and prepare charts for the engraver.

LACHINE RAPIDS.

A small party under Mr. Charles McGreevy, assisted by Messrs. G. B. St. Pierre and E. Jodoin, living ashore and working from a launch, was detailed for revising some work in Lake St. Francis and Cedars rapids.

It afterwards moved to Laprairie and undertook a survey to connect our work in Lake St. Louis with that in Montreal harbour. This consisted of a triangulation and traversing but very little sounding.

The party laid up the launch at Cornwall and returned to Ottawa on November 27.

I regret to say that Mr. G. B. St. Pierre, after many years service, resigned and accepted a position with the Corporation of the City of Montreal, about the end of March.

HUDSON BAY.

This important survey was again prosecuted but with increased vigour as a result of the experience of the previous season.

The work was divided between three parties. The larger under Capt. Frederick Anderson, who has been connected with this survey since 1893, first as assistant to the undersigned for ten years, and then in charge of the work on the Lakes Superior and Ontario for nine years. He had for assistants Mr. Charles Savary, an assistant of six years experience, and Mr. H. S. Windeler, a graduate of Royal Military College.

The Department of Marine and Fisheries kindly loaned us the ice breaker *Minto* in charge of Captain John Macpherson and Mr. Joseph Ferguson, Chief Engineer, both of whom rendered very valuable service.

For navigation through the ice in Hudson Strait the survey was fortunate in again securing the services of Capt. S. W. Bartlett, of Brigus, Newfoundland. This officer's reputation is so well known that it is unnecessary here to pass other remark than that he was again the right man for the position.

The second party was placed on board the schooner *Chrissie Thomey,* sailed by Captain Thomas Gushue of Brigus, Newfoundland, who again rendered very excellent service. This party was in charge of Mr. H. D. Parizeau, who had had charge of a similar party in the season of 1910 and was assisted by Messrs. Robert Fraser and H. H. Lawson, both of whom had had previous experience in surveying work and were well qualified for their positions.

The third party was equipped for the purpose of securing reliable data concerning the magnetic declination, in Hudson Bay and Strait, both its amount and also the annual change by comparison with observations obtained in 1884 and 1885.

For the purpose the schooner *Burleigh* was purchased and an auxiliary gasolene engine installed for manœuvring during observations at sea.

The party was in charge of Mr. W. E. W. Jackson of Toronto Observatory, an Officer who had been in the north on a previous expedition. He had for assistant Mr. F. Ashbury, a recent honour graduate of Toronto University. The schooner was sailed by Captain Thomas Butler of Halifax.

She left Halifax on July 18 in tow of the *Minto,* entered Hudson Strait on July 27 and was cast adrift from the steamer on July 28. She stood over for Ash Inlet and Lake Harbour in Baffin Land and on 30 was found to be leaking so badly from frequent buffetting with the ice that Captain Butler feared for her safety and decided to return to Halifax, where he arrived on September 7, and laid up the vessel as the season was too far advanced for a return to Hudson Bay. Repairs were executed at once.

The following observations were obtained by Mr. Jackson:—

SUMMARY OF MAGNETIC OBSERVATIONS.

MADE by Authority of the Department of Naval Service.

Station.	Lat. N.	Long. W.	Date.	Declination.		Inclination.		Horizontal Force.		Minto.	Remarks.	Declination reduced to Mean of Day.	
				L.M.T.	D.	L.M.T.	I.	L.M.T.	C.G.S.				
Forteau	51·27	56·55	July 21	17·23	−31 48·0	.....	.....	.....	.....	.....	Magnet unsteady...	−31 45·7	
Green Cove	57·42	61·42	Aug. 15	14·36	−42 26·4	17·03	−80 27·6	15·29	·09845	.....	.....	−42 8·1	
				14·50	−42 24·9	17 25	−80 26·5	17·11	·09795	.....	Deduced from total force	−42 8·7	−42 10·2
				15·29	−42 19·5	.....	.....	.....	.....	.....	.....	−42 7·2	
				16·06	−42 26·4	.....	.....	.....	.....	.....	.....	−42 16.9	
Halifax	44·36	63·34	Sept. 15	15·45	−21 34·3	17 12	−73 50·4	17·02	0·16137	.....	.....	−21 32·4	
				16.09	−21 36·2	17·16	−73 50·3	17·17	0·16161	.....	Deduced from total force	−21 35·1	−21 35·2
				17·02	−21 36·1	17·27	−73 48·6	.....	.....	.....	....	−21 36·5	
				17·39	−21 35·3	.....	.....	.....	.....	.....	....	−21 36·6	
Rimouski	48·30	68·31	Sept. 18	12·07	−23 01·4	12·30	−76 49·4	12·06	0·13816	.....	....	−22 49·6	
				13·09	−22 59·0	12·47	−76 48·6	14·11	0·13828	.....	.....	−22 49·1	
				13·25	−22 58·1	15·14	−76 49·4	12·33	0·14021	.....	Deduced from total force	−22 48·3	
				14·13	−22 57·5	15·22	−76 48·9	15·10	0·13793	.....	....	−22 48·6	−22 51·4
				14·49	−22 58·2	.....	.....	.....	.....	.....	....	−22 51·3	
				15·41	−22 57·7	.....	.....	.....	.....	.....	....	22 54·3	
			Sept. 19	9·26	−22 52·9	.....	.....	.....	.....	.....	Magnet unsteady...	−22 57·5	
			" 20	.....	−22 57·0	.....	.....	.....	.....	.....	Small disturbance..	−22 52·4	

Observations all corrected to Toronto standards.

Observers:—
W. E. W. JACKSON.
F. C. ASHBURY.

The second party, or that to which the schooner *Chrissie Thomey* was attached:—

On May 15 Mr. Parizeau left Ottawa for Winnipeg and Port Nelson to prepare for the season's work. He left Winnipeg on June 5, Norway House on June 11 and reached Port Nelson on 27. Work was immediately started erecting surveying beacons and a tide gauge which was read day and night whilst the party was at work.

The schooner *Chrissie Thomey* left Halifax on June 27 under her own sail, reached Forteau Bay about July 15 and was taken in tow by the *Minto* on July 20 for assistance through the ice off the Labrador coast and through Hudson Strait.

Her career whilst with the *Minto* is best told by Captain Anderson whose report is attached as an appendix. She arrived at Nelson on August 11 and Mr. Parizeau moved on board, anchoring her as near shore as possible with just sufficient room to swing clear of the banks on either side of the channel. This was about two miles east of the mouth of Root creek where camp had been established by him in 1910.

Upon the arrival of the schooner sounding at the inner end of the Port was proceeded with, working out to meet the main party on the *Minto*.

This was completed and the schooner left for Port Churchill on September 7 to make some necessary repairs to the stem of the schooner (see Captain Anderson's report of the accident) to enable her to proceed to Halifax. She left Churchill on September 23 in tow of the collier *Erik* for passage across the Bay, arrived at Red bay on October 10 for repairs; and Halifax on 25. She was immediately dismantled. crew paid off, and repairs made. The staff returned to headquarters at Ottawa and took up the work of plotting and preparing charts for the engraver.

The main party upon the steamer *Minto* and in charge of Captain Frederick Anderson left Halifax on July 8, and entered Hudson strait with the schooners *Chrissie Thomey* and *Burleigh* in tow on 28. She reached Port Churchill on August 7 and the anchorage off Port Nelson on 11.

The account of the trip by Captain Anderson himself will be found in the appendix to this report. It shows the dangers and trials which ordinary well found vessels may expect in navigating Hudson strait. All our vessels had been strengthened for this, yet all were seriously damaged. The *Minto* which has been in the winter navigation across Northumberland strait for years and suffered very little, had her bow badly damaged by hitting a small piece of the ice which is much harder than that found further south. Had the schooners been bound in for cargo neither could have brought out a ton.

The party under Mr. Parizeau, having erected the necessary signals and completed the traverse of the shores of Port Nelson between Marsh point and Sam creek, Captain Anderson and party were enabled to devote their whole time to sounding the outer anchorage and channel into the Port, which they did very successfully, thus completing an extremely difficult piece of surveying.

The difficulties may be briefly stated as low shores, difficult of approach, scarcity of material on the beach with which to construct marks for surveying, great labour involved in landing instruments and materials from the vessel over mud flats from two to four miles wide, the distance from shore at which the soundings had to be taken, and the short, cold, wet season.

The water was too shallow and too narrow for examination from the high decks of the steamer and boats had to be used from which only short sights could be taken.

To carry out the work a series of large can buoys had to be placed and 'fixed' from shore, these extended out to deep water and with their assistance the positions of the ship and boats were ascertained.

The ordinary surveying boats and launches were found useless in this exposed position and covered launches were built and taken up from Collingwood, Ontario. These proved excellent sea boats, safe and dry.

RETURN.

From September 6 to 20, coaling was carried out from steamer *Erik* at Port Churchill and the *Minto* returned to Nelson to complete a small piece of work. She left on September 28 calling at Sugluk on October 1, at Port Burwell on the 8, Domino Run on 12, to transfer coal to the collier *Erik,* and Halifax, October 17.

On the whole, considering all the circumstances, the Department is to be congratulated on the success of this work. The survey of Port Nelson, a most difficult one, was accomplished and the first chart of it given to the world. As a result of the examination the *Minto* was enabled to enter the channel to the deep water inside the bar, being the largest vessel that had ever done so.

The ship was paid off, re-transferred to the Department of Marine and Fisheries and the officers returned to Ottawa to resume duties in office.

The office staff has continued to render valuable assistance.

The following are the results from magnetic observations with unifilar magnetometer, taken at Churchill by Mr. Charles Savary in 1910:—

Summary of Magnetic Observations.

Taken at Fort Churchill, Hudson Bay, 1910.

Declination	Oct. 10	−9 58′·1
	" 16	−9 57′·4
	" 18	−9 59′·1
	" 19	−9 56′·1
	" 22	−9 57′·7
	" 24	−9 58′·8
	" 25	−9 56′·9
	Mean	−9 57′·8
Inclination	Oct. 15	−84 34′·2
	" 18	−84 40′·6
	" 21	−84 30′·2
	" 25	−84 26′·6
	Mean	−84 33′·4
Horizontal Intensity.		C. G. S. Units.
	Oct. 17	·06002
	" 18	·05962
	" 19	·06121
	" 21	·06105
	" 24	·06025
	Mean	·06043

PORT NELSON.

Sufficient surveying has been done to enable any one to form some idea of what this place is from a mariner's point of view. There are at least three points to be considered in looking at a port:—How it will answer as a railway terminus, considering the railway only, second: How it will answer the vessels using the terminus, and third: How it will affect the engineers constructing necessary docks, breakwaters, slips and maintaining the harbour.

It is only on the second and third points that the survey is called upon to report.

Port Nelson, situated about Lat. 57 03N., Long. 92 44W. may be called a V-shaped indentation, the point being at the extreme west end, or at Seal islands, and the base of the V being the line from Marsh point to Sam creek, a distance of twelve nautical miles. From Sam Creek to the head it is twenty nautical miles and from Marsh

Point to the head 22 nautical miles. The shores are all low with a thick growth of small trees, 90 feet high on the inner portion of the harbour, and 15 to 20 on the outer shores. Spring tides rise 17 feet, neaps 11 feet.

The inner part of the harbour is very shallow from Seal Islands to Rock Creek where the Port is 3½ miles wide. The bottom is very uneven and covered with huge boulders that uncover at low water.

Generally speaking the bank facing both sides of the harbour is very shallow (practically dry at low water) but drops suddenly to 18 feet and over.

The northwest shore at Root creek is fronted by this shallow bank for 1⅓ nautical miles when the deep water from Hudson bay ends.

At Bear creek, 3½ miles further out, the bank is two miles wide and the deep water channel (about 19 feet) barely a mile wide.

In a line from Sam creek to Marsh point the bank is four miles wide, leaving the deep water channel (22 to 40 feet) a little over half a mile wide.

The south shore opposite Root creek has a bank two mile wide, opposite Bear creek the bank is three miles wide, and on the line joining Marsh point to Sam creek the bank is over six miles wide, most of it dry (even at the outer end) at low tide.

To describe the navigable water of Port Nelson is rather difficult, but as not more than 18 feet can be carried over the Bar (6 miles outside the line joining Marsh point and Sam creek) we will call that depth 'navigable water.' Navigable water therefore extends about northeast from a point 1⅓ miles southeast from Root creek. Two miles from this point the water is only 22 feet and the channel 500 yards wide. East-southeast of Bear creek the channel is half a mile wide and only 19 feet deep. On the line joining Marsh point and Sam creek the channel is half a mile wide but from 18 to 40 feet deep. The channel inside this is slightly wider and very deep (as much as 90 feet). Outside the above line the channel begins to open out and become shoaler forming a bar (inside the 20 foot contour) 3½ miles wide and over which 18 feet may be carried but 16 to 17 is more likely to be found. As there are huge boulders all over the shoaler water it may be expected that the same condition exists on this bar.

The outer edge of this bar lies twelve miles N. by W. ¼ W. from Marsh point and 7½ miles E. by N. ¾ N. from Sam creek and the edge between the 18-foot contour on each side is 1¾ miles wide. Outside this the water gradually deepens there being 5 fathoms 2 miles outside.

The currents in this channel are very strong and of course run in its axis. Measurements were made and in the middle of the flood at springs it was 3½ knots.

At the present time a vessel making Port Nelson has very little to guide her even in clear weather. If she be still in good water the master will pick up the beacon on Marsh Point first when about 15 miles distant. If the weather be thick, a master can only keep his lead going, and stay in water over 7 fathoms deep.

In no case should he bring the beacon to bear to the southward of S. ½ W. in 7 fathoms when he will be 17 miles from the beacon and 9 miles from the shore to the westward.

Without local knowledge or a pilot he can proceed no further, and even then buoys must be placed. With the establishment of a town, elevators, churches, buildings and smoke, conditions might be improved, but from a mariner's point of view the outlook at Nelson is not good. He must have a beacon to show him the entrance to the channel and buoys to guide him in it. These will be possible in fine weather but quite unreliable when the ice starts to form in the autumn or when running in the spring.

Over the bar he will have none too much water under him and will still be exposed to the full sweep of the sea. In this exposed locality it will be difficult for the mariner to keep in a dredged cut and for the engineer to maintain it.

Inside the bar, whilst he will have deep water he will have strong currents to contend with and none too much room in which to swing at anchor and very little shelter from sea and none from the wind.

It would look as if these should be placed at Bear Creek or between it and Root Creek and that the wharves and slips must be under the lee of a breakwater inside and clear of the channel in which no works should be constructed because they would contract the passage and cause trouble.

Comparison of Churchill and Nelson harbours. The surveys of these harbours are of sufficient accuracy and detail to warrant a comparison from a mariner's point of view. Churchill is small as may be seen from its description in last year's report of the Department of the Naval Service, the area of water over 18 feet deep being about half a square mile and of sufficient size for three or four vessels, but the anchorage space, no more exposed than that at Port Nelson, is unlimited. The shores lend themselves for the cheap and easy construction of wharves and slips.

The shelter is good from both wind and sea and the harbour can easily be enlarged by the construction of a breakwater, with lock in it, from Cockles' point to the east shore thus forming a basin above in which the water can be held at H.W.O.S. and afford ample draft for moderate vessels. This breakwater would kill the strong currents and tide rips now experienced in ebb tides, and afford means of carrying the railway to the west side of the harbour where, in addition to those on the east side, wharves can be constructed in the tide flat. As time goes on and trade increases the harbour can be enlarged by dredging the middle ground.

The harbour is easily picked up from the offing and vessels can come close in to look for it in moderately thick weather.

Any dredging done in Churchill will be of a permanent character, and if of rock, can be utilized for the necessary filling-in in the construction of the wharves and piers. The space for wharves is quite as good as in Nelson for less money.

Referring to Port Nelson, it is difficult of approach and hard to pick up. This may be remedied by light ships and gas buoys and the creation of a town, but it can never rival the easy access of Churchill.

The channel in is long and not deep, it is none too wide and is rendered troublesome by strong currents.

All piers have to be constructed a long distance (2 miles) from dry land, and rock filling must be brought long distances. Anchorage in the long channel is unsafe and the landing of supplies to start work will be costly and dangerous.

Dredging in soft material and boulders will be costly, the outer bar is very much exposed and the proposed harbour will have little shelter from wind.

During the season the following new charts were issued:—

No. 71.—Presqu'ile Bay.
" 98.—Cove Island to Duck Island.
" 204.—Bic Island to White Island.
" 205.—South Traverse (St. Lawrence river). Churchill Harbour.

A second edition of the following charts was also issued during the year:—

Berens River to Nelson River (Lake Winnipeg).
Red River to Berens River (Lake Winipeg).
No. 72.—Goderich Harbour.
" 1.—Montreal Harbour.
" 17.—Portneuf to Cap Santé.
" 18.—Ste. Croix to St. Antoine.

I am, sir,
Your obedient servant,

WM. J. STEWART,
Hydrographer.

OTTAWA, January 9, 1912.

W. J. STEWART, Esq., C.E.,
Chief Hydrographer, Dept. of Naval Service,
Ottawa, Ont.

SIR,—I beg to submit the following report on the work of the survey in Hudson bay and strait during the season of 1911, also a general description of the trip up and the return journey in the autumn.

The C.G.S. *Minto* and schooners *Chrissie Thomey* and *Burleigh* were fitted out for the work at Halifax during the latter part of June and the beginning of July and sailed on July 8 arriving at Sydney at noon on the following day.

After coaling the *Minto* cleared Sydney on July 18, with the *Burleigh* in tow, carrying 40 tons of coal to be transferred later to the *Minto*. Besides the ship's company the *Minto* had two passengers on board, the Rev. Messrs. Peck and Broughton, both missionaries bound for Lake Harbour in Baffin Land on the north shore of Hudson Strait, the supplies for these missions being on board the schooner *Burleigh*.

The *Minto* called at Forteau Bay on the Labrador coast on July 20 to pick up the *Chrissie Thomey* also bound for Port Nelson, and the coaling steamer *Beatrice*. This fleet having assembled, the harbour was cleared on the morning of 22, the *Beatrice* towing the *Burleigh* and the *Minto* the *Chrissie Thomey*.

The weather was very thick with a heavy roll from the southeast and many scattered icebergs were passed. We swung ship off Battle harbour and found the standard compass good.

Sunday, July 23, was very thick accompanied by rain, fresh wind and heavy swells from the southeast.

At 8 a.m. we were about 25 miles off Sandwich bay with a few icebergs and no field ice in sight.

When about 25 miles off Indian harbour and at 10 p.m., a report was sent to Ottawa by wireless, as this was the most northerly wireless station in operation and therefore the last point through which communication could be sent before proceeding farther.

On the following morning there still remained a heavy southeasterly swell and the weather was very foggy and many scattered icebergs were passed during the day. The *Beatrice* with the *Burleigh* in tow had dropped to about five miles astern. Noon observations placed us about 65 miles off.

On Tuesday the 25, the first ice was met about 25 miles off Cape Mugford. It was not at all heavy nor closely packed and the *Minto* with the *Chrissie Thomey* in tow, took it easily. It is impossible to state how far this ice extended off shore, but from aloft no clear water could be seen ahead or to the eastward.

Under these conditions the captain of the *Beatrice* refused to proceed but wished to heave to until the ice cleared away, and then make the bay, but this arrangement was considered too indefinite and uncertain, as coal was a most serious consideration to us. Accordingly the *Beatrice* turned back with instructions to report to Ottawa from the nearest wireless station. The *Minto* took both schooners in tow. Navigation in ice is difficult enough when alone, but much more so when hampered with two vessels in tow, yet good progress was made.

No coal was taken from the *Beatrice* as I considered the *Minto* was quite low enough in the water for the ice usually met with in Hudson Straits. The lower edge of the cargo doors was about two feet below the surface of the water and it would be

a very serious matter if one of them was damaged in the ice. These doors were backed by cement and strengthened considerably, which proved to be a good precaution because after returning to Halifax the port door was found to be considerably sprung by the ice, but not sufficient to cause any leak.

During the following night a field of very heavy arctic ice was encountered and we hove to until daylight not caring to risk entering it.

On July 27 we were off Cape Chidley and though it was very thick we got a glimpse of the Button islands and fixed our position. The ice was fairly heavy, probably arctic ice from Davis strait, but not too closely packed for making headway with caution and two vessels in tow. At 4.30 a.m. the *Burleigh's* tow line was parted by fouling a large pan of ice although the *Minto* was steaming very slowly.

We had only one tow line, a ten-inch hawser about 120 fathoms long, and this line was made fast to the *Chrissie Thomey*. When we took hold of the *Burleigh* a wire cable was used and she paid out about 15 fathoms of chain thus helping to take any sudden strain off the wire. The chain parted near the schooner and it was a very difficult operation hauling in the wire about 15 fathoms of ¾-inch chain attached to it, and complicated by a heavy roll.

The *Burleigh* was brought abreast the *Chrissie Thomey* and a large pan of ice secured between the vessels to hold them apart. After a delay of three hours the break was repaired and we proceeded on our journey.

While engaged in this operation the steamer *Beothic* from St. Johns, Newfoundland, and chartered by the Hudson Bay Co. to carry Canadian supplies to York Factory and James Bay, hove in sight and stood over towards us. She reported that this was the first ice met with and proceeded on her journey, hauling considerably to the north before starting into the strait.

Later in the morning the *Burleigh's* chain parted again, but as the break was only a short distance from the wire it caused a delay of about thirty minutes. Many large bergs were seen, but after passing the entrance to the strait we had it fairly clear for some hours.

At 4 a.m. on July 26, when about thirty miles off Savage island, we entered another flow of arctic, probably from Gabriel Strait. Although the ice was very heavy and closely packed the field was narrow and we pushed slowly through without much difficulty. On clearing this ice the speed was increased to about eight knots until noon when ice was again met with about thirty miles off Icy Cove.

On this occasion also it proved to be arctic ice, some very large pans closely packed together in places. Fair leads could be picked out from the masthead but there was no clear water visible. All went well for some time as we pushed our way through very slowly stopping occasionally to allow the two schooners to clear pans that swung back again into the track made by the steamer.

At about 1.30 p.m. we glanced off a large pan which it was impossible to avoid and the starboard anchor caught tearing away the hawsepipe and considerably damaging the plates near by. With the ship in this condition it was out of the question to proceed further and we hove to, making fast to a large pan as it afforded considerable protection for repairs.

On examination it was found that the hawsepipe was completely shattered and must be removed. In this connection I wish to state that the chief engineer and his staff and our excellent gasoline engineer, Whelan, deserve credit for the manner in which the damage was repaired. We had very little material on hand, an old iron door being used for a patch. The most was made of everything available and a first class piece of work done. We further strengthened the bows on the inside with concrete and timbers to avoid any chance of future trouble in this quarter.

At this time the *Chrissie Thomey* was reported to be damaged and making water fast. The fore foot had been carried away by ice. The *Burleigh* towing astern of her caused her to steer badly and made it very difficult to avoid stray pieces of ice.

The schooner was brought alongside and cleared of water by steam pumps. A spare fore sail was then stretched under the bow and drawn up as tightly as possible on either side when quantities of ashes were thrown into the sail from the *Minto* and the suction produced by the leak almost stopped it in a few hours. This was most satisfactory as the situation began to look serious.

In the evening we parted company with the *Burleigh* having transferred the missionaries to her, the Rev. Mr. Peck and Mr. Broughton, bound for Lake Harbour in Baffin land, about forty miles distant. It was very fine and calm and the ice appeared very light and open towards the shore as far as could be seen from the crows nest.

We were fortunate in having fine weather for our repairs; the thermometer stood at 26 F. at 7 a.m. on Sunday, July 30, the rigging being covered with a heavy coating of ice. The engineers were working all day at repairs. By noon observation it was found that the ship had drifted about thirteen miles to the northwest in twenty-four hours, and we were surrounded again by arctic ice, some very large pans, in fact small icebergs.

On Monday, July 31, the wind was south, frosty and cool with heavy ice drifting past. The crews were engaged in trimming coal aft to bring the ship up as much as possible forward and therefore in better shape for the ice.

Repairs being almost completed steam was taken at 3 p.m. From the crows nest, as the ice appeared very light towards the southwest, we held in that direction making clear water in a short time and stood over for Wakeham Bay. The weather was foggy but we managed to pick up Wales Island, which is high and bald and easily distinguishable, at 2.45 on the following morning, arriving off Wakeham Bay an hour later.

Wakeham Bay is well marked by a rather remarkable cliff almost perpendicular and about 1,000 feet high forming the eastern entrance point, whilst the west side has a similar steep cliff, but hardly so prominent.

In making the entrance we left two small rocks, that lie about two miles off shore, dry at half tide, about ¼ mile to starboard and stood in until the entrance which is not visible from outside opened up. We entered in about mid channel in which was a depth of over 20 fathoms. The bay is about half a mile in width at the entrance increasing to three or four miles inside and extending in some miles into an inner bay. Good anchorage was found in 17 fathoms over mud bottom off Revillon Frères fur trading post and about one mile off shore. The bay affords good shelter both from wind and sea as it is surrounded by hills of from 500 to 1,000 feet in height. Good fresh water can be procured by boats from some streams.

Mr. Derome, the officer in charge of Revillon Frères post, reported that the season was three weeks at least backward and that the fur trade was very light during the past winter. He expected the Company's boat in a month's time. We met our first Eskimo here. two of them came out to meet us in kayaks while entering the harbour. I was informed that no Eskimo live here permanently, they only come for the purpose of trading and then leave to procure more furs.

We landed before breakfast and were lucky in finding a suitable place to beach the *Chrissie Thomey*. It was important to have a place selected, marked by ranges and all the boulders removed before flood tide that no time would be lost in placing the schooner. Early in the afternoon the *Chrissie Thomey* was beached and later in the afternoon on examination the cut-water or lower part of the stem was found badly damaged, and by cutting away the splinters it developped that the stern had been split by bolts driven from the inside while building, causing a leak that could never be located. The damage was repaired as well as possible with the material and tools available and she was found in fair condition when floated.

August 2, being a very fine morning, we took an observation of the sun for time, but the sky clouded over by noon preventing further work. We cleared Wakeham Bay at 6.30 p.m., the weather being very thick, but calm and no ice in sight.

On the following day it was raining and thick light fields of ice were met with off Charles Island, after passing which we hauled in for the south shore of the strait making it about Sugluk and coasted along about half a mile off where a fair passage was found. Occasionally heavy ice was met with, but farther off shore heavy and closely packed fields could be seen. Digges Island was passed at 8 p.m. and about midnight we ran into a field of arctic ice between Digges and Mansel Islands which had come down from Fox Channel. The weather was very thick and the ice closely packed so we made fast to a large pan as it was impossible to pick out any leads through which we might make a safe passage.

On August 4 the fog was very dense and we were hove to all day not considering it safe to make a move under the conditions. However, a little before sundown steam was taken on the chance of the fog lifting. It was remarked that the weather which would be thick all day would lift suddenly at sundown and finally close in again a little later. On this occasion that took place and being ready we made good headway and were lucky enough to completely clear the ice before the fog closed in again. This was the last ice met with for which I was very thankful and we arrived at Port Churchill at 8 a.m. on 7.

While crossing Hudson Bay the weather was fine but foggy. The magnetic variation in this locality changes so rapidly that we were obliged to alter the ship's heading one degree per hour to hold the course. Our standard compass, which has been placed on board where it would be least affected and therefore require little adjustment was a great comfort. It was hardly affected by the comparatively close proximity of the magnetic pole and proved very efficient.

When about fifteen miles off Port Churchill the place was easily recognized from the R.N.W.M.P. barracks, which, painted white, showed up well and a little later Eskimo beacon was sighted.

Churchill is easy of approach as good water will be found fairly close in. On entering the *Minto* held too much to the westward and as the tide was on the ebb she took a shear when abreast of Fort Prince of Wales and rubbed the bottom two or three times but with no serious results. We came to anchor in 30 feet of water over sand bottom about three quarters of a mile off shore abreast the sight of the old Battery beacon.

We were very cordially received by Major Starnes, Officer in charge of the R.N.W.M. Police, and Mrs. Starnes, who have very comfortable quarters at the barracks. Major Starnes reported that the weather had been very bad and unsettled so far this season and that a large snow bank lay near by until the middle of July.

During the day the beacon brought up to replace the old Battery beacon was landed near the original site of the latter on the east side of the harbour. Major Starnes took charge of it and agreed to have it erected by his men as opportunity offered, the men's time for the work performed to be charged against the Department of Marine and Fisheries.

The survey stores left in charge of the Mounted Police in January, 1910, were taken on board, the large launch being placed on the main deck forward and securely lashed. Major Starnes very kindly allowed us the use of his launch to facilitate matters.

On August 9 there was a full gale from the west accompanied by rain. We did not venture out considering it wiser to await more favourable opportunity for a first introduction to Port Nelson. The following morning we left Port Churchill with the schooner *Chrissie Thomey* in tow, arriving off Port Nelson, at 7 a.m. next day, August 11.

On leaving Port Churchill the *Minto* held N. 15 E. for eleven miles to clear the shoals making out from the north side of Cape Churchill thence E. by N. for thirty miles before shaping course for Nelson giving Cape Churchill a berth of ten miles and apparently clearing Nelson shoal by over fifteen miles. The weather was overcast but

fine and clear. At about 4 a.m. the submarine sentry set at 15 fathoms struck the bottom and on sounding 12 fathoms was found. The speed was reduced and a little later finding 9 fathoms of water we hauled off considerably before coming back on our course and passing about 5 miles off Nelson shoal. This would seem to indicate that the coast along here is apparently charted some miles too far to the westward, and on this account great caution should be exercised to make good use of the lead when using the present chart.

When Cape Tatnam was picked up we were heading about 10 miles inside its extreme. Our course was steered until about 5 miles off the cape then changed to southwest into Nelson Roads. The beacon on Marsh Point was picked up when at a distance of about 15 miles and a little later the *Minto* came to in 5 fathoms with the beacon bearing S.S.W., distant 6 miles, but as the tide was found to be falling this was considered too shallow and a move of a couple of miles was made.

During the period August 11 to September 7 surveying operations were carried on in this locality with varying success.

We left Nelson on the latter date for a fresh supply of coal at Churchill, after which, on September 21, we returned to Nelson. Operations having to be carried on many miles off shore with no protection from any wind it was found most difficult to accomplish much. It is reported that after September 15 the weather is very broken with frequent heavy winds and snow squalls. The agent at York Factory reports that a heavy swell from the eastward always prevails during the autumn and this was our experience making it impossible to land except many miles inside Nelson roads.

On the morning of October 28 there was a heavy swell from the east, the sky was overcast and threatening, and as only a sufficient supply of coal remained to ensure a safe passage to Sydney, we decided to say goodbye to Nelson for the season. Although the *Minto* was rolling considerably no difficulty was experienced in lifting the buoys which had been placed for surveying operations but for the large launch it required very careful handling of the vessel. About 2 p.m. everything being secured, we squared away for Hudson Straits.

On the trip across Hudson Bay head winds and heavy seas were encountered and we were obliged to run at a very slow rate of speed as the *Minto* was trimmed by the head by the extra supply of coal carried, which had necessarily been all placed forward of amidships. Frequently heavy seas broke over the bridge deck endangering the launch on the main deck forward. We arrived off Digges Island in the western entrance to Hudson Straits on Sunday morning, October 1. On the passage frequent snow squalls were the order of the day, but no ice was met with although we passed south of a large field off the south side of Coats island.

The fore peak of the *Minto* leaked so badly that the crew were transferred to the second class quarters aft. Probably the deck forward was considerably sprung and opened up while at anchor during the last period at Nelson.

The shore from Digges Islands to the eastward is bold and apparently has good water close in. We coasted along at about one mile distant through frequent snow squalls.

We arrived off Sugluk at 3 p.m. and came to about 10 miles up the bay late in the afternoon in 14 fathoms of water over clay bottom.

Sugluk harbour is on the south shore of Hudson Strait and about midway between Digges Island and Cape Weggs. It is easily recognized by a considerable depression in the coast with an island in the middle of it, which in this locality is made up of a succession of high bluffs. On the southeast side of the entrance will be seen a steep cliff about 500 feet high and when closer in a large rock will be seen perched on the edge of the cliff.

The harbour is a long indentation one mile wide at the entrance and running in a southwesterly direction a distance of about 13 miles with a width of from 1½ to 2 miles. A bar over which 8 fathoms may be carried extends across the mouth and

inside a depth of from 50 to 60 fathoms will be found. There is limited anchorage behind the island in the mouth from 10 to 15 fathoms over and bottom, but possibly considerable swell enters during a northeasterly gale.

Good anchorage and shelter is available about one mile east of Blake Point, a prominent dark point about 4 miles inside the entrance in from 15 to 20 fathoms over mud bottom. Northeast of Blake Point the shore is lined with boulders at low water but in places they do not extend out very far and a small dock for landing coal could easily be arranged. Anchorage can also be had in 15 fathoms with mud bottom about 10 miles up the bay abreast a steep rocky cliff with a low gravel bank at the water edge. Care should be taken not to shoal to less than 12 fathoms as beyond this the bottom comes up very rapidly to a boulder bar that extends across the harbour with 3 feet least water over it at low water. Beyond this bar the bay extends a further 3 miles with a width of 2 miles and a depth in the middle of 30 fathoms.

Fresh water can be obtained in many parts of the bay and at Black point it will be found running off the face of the rock cliff where a vessel can tie up.

During the period spent in Sugluk harbour the weather was very unsettled, heavy winds from the northeast and frequent snow squalls being the order of the day. The thermometer registered 24 F. in the early mornings and about 27 F. to 30 F. at noon. A sketch survey of the harbour was made and many soundings taken.

On the morning of October 5 the weather appeared to have made a change for the better, the sun actually came out for some time. The morning was spent finishing up the survey of the harbour and taking on fresh water, and observations of the sun were taken for time and latitude at Black point. Sugluk harbour was cleared at 2 p.m. and though fine and clear inside it was very thick and disagreeable outside.

The weather cleared shortly before sundown and we were enabled to cut in the east end of Charles Island and also Cape Weggs. The distance between the above points was found to be 10 miles instead of 30 miles as shown on the chart, and Cape Weggs is charted many miles too far to the southeast. No indication of King or Joy Islands was found. When abreast of the east end of Charles Island departure was taken for Big island course S. 35 E. The night was fine and calm though overcast and it was possible to see a distance of some miles. At daylight it was found that the current had swept us some distance out of our course to the southward and we were obliged to haul up S. 58 E. for the entrance to Lake Harbour which is just east of Big island, where we arrived at 10.30 a.m.

Word had been received while we were at Churchill from the Rev. Mr. Peck that the missionaries at Lake Harbour were without supplies and would likely perish during the winter if not assisted or taken home. When about 10 miles off the entrance to the harbour the whaler *Acture* from Dundee, Scotland, and under the command of Capt. Murray was met with having just left Lake Harbour. He reported that provisions had arrived in due time for the missionaries, that they were well supplied for the winter, and that therefore no assistance was necessary. Capt. Murray was homeward bound and expected to make Dundee in three weeks time. He had a cargo of whale bone and walrus hides valued at about $20,000.

This was an ideal day, calm and warm, though it was October 6, too good for this time of year as it proved. During the afternoon the weather grew very threatening and next morning we had easterly winds, snow squalls and fog, which continued for some days. The ship's position was fixed by noon observations off Lake Harbour and it was found that the coast line to the eastward or about halfway between Icy Cove and Icy Cape was charted about 5 miles too far north, and we were obliged to stand out of the bay some distance before shaping course for Port Burwell. Occasional icebergs were passed, one very large berg about ½ mile square, 75 feet high, off Lake Harbour.

October 7 was a very disagreeable day, southeasterly winds, very thick and frequent snow squalls, 29 F. at 8 a.m. The day was spent drifting about the entrance

to the strait trying to get a glimpse of the Button Islands. On Sunday, the following morning, the weather was very little better, however we sighted the Button Islands at 9 a.m. and came to in Port Burwell harbour at 3.30 p.m. in 10 fathoms of water over mud bottom.

At present it is difficult to pick up the entrance to Port Burwell but if a proper beacon were erected on the west side of the entrance where a small stone cairn at present stands, it would simplify matters very much. Approaching Port Burwell it is much safer to make the land to the northward, which is bold, and then stand fairly close in until the entrance to the harbour is picked up, but to the southward the shore looks foul and should get a wide berth. Therefore care should be taken not to pass the entrance when approaching from the northwestward.

The entrance to the harbour is about half a mile wide and although there is a spot with 2 fathoms least water on it a short distance off the west side, a vessel is perfectly safe in mid channel.

On opening the harbour two low diamond-shaped beacons will be seen, the front one built on a low rocky point and the back beacon a short distance to the rear on the side of the steep bank. These beacons in line clear the shoal off the west entrance. However they can be kept open a little to the eastward and come to when the lattice work beacon erected on the west side of the harbour becomes visible from the bow in 16 fathoms of water.

Anchorage can also be found further up the harbour between a peninsula at the north end and a small rock awash at high water, but the space is limited by shoal water that comes out some distance off the peninsula.

Burwell harbour gives good shelter from most winds but it would be uncomfortable in a gale from the southwest. Fresh water can be very easily obtained by boats from a stream in the northeast corner of the harbour.

There is a Moravian mission station behind the peninsula on the northwest corner of the harbour, and several Eskimo families live there. Mr. Simons, the missionary in charge, came on board upon our arrival. He reported that the *Arctic* under Capt. Bernier had been there a few days about a month previous.

At Burwell we received a supply of ptarmigan and codfish which was very acceptable, being the first fresh meat received for many a long day. Strong winds accompanied by snow squalls prevailed, but we sounded out the harbour and took on a supply of fresh water.

The weather appearing to clear and moderate on Oct. 10, we departed at noon, in time to catch the ebb tide which runs about 7 knots through Grey Strait.

The northern Button Island appears some miles further to the westward than the position given it on the chart.

Cape Chidley is easily recognized when 10 or 15 miles off. It is bold and very high and the land is very hilly in the vicinity although the Button islands are fairly high and stand well off shore, they cannot very well be mistaken.

When clear of Cape Chidley we were very fortunate in finding it fairly calm, wind northeast, which helped us along nicely. Scattered icebergs and an occasional large one, but no field ice. were seen. Indian Harbour wireless station was picked up at 7 p.m. on October 11 and arrival reported to Ottawa.

On the evening of 11 word was received that the coaler *Erik* was in Domino harbour out of coal and requiring assistance. She had left Churchill about Sept. 23. Domino harbour was reached at 11.30 a.m. on Oct. 12 and tied up alongside the *Erik*. A few tons of coal were transferred and we relieved her of a 33 foot launch which she had taken on board at Churchill at my request, considering it unsafe to carry both launches on the main deck of the *Minto*.

For the next two days there was a full gale from the north accompanied by snow. The holding ground in Domino proved poor, the *Minto* dragging badly, and we had some difficulty in finding a place in which to take hold.

The *Minto* left Domino on Sunday morning, Oct. 15 making Sydney about midnight on Monday. We left Sydney at noon on Tuesday arriving at Halifax on Wednesday morning.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) F. ANDERSON,
Officer in charge of Survey.

OTTAWA, March 31, 1912.

The Deputy Minister,
Department of the Naval Service.
Ottawa.

SIR,—I have the honour to present the annual report of the Radio-telegraph Branch of the Department of the Naval Service for the year ending March 31, 1912.

The following list gives the names of all the land stations now in operation in the Dominion, their owners, and by whom operated.

COAST STATIONS FOR COMMUNICATION WITH SHIPS.

EAST COAST.

Name.	Where Situated.	Owned by.	Operated by.	Range in Nautical Miles.
Belle Isle, Nfld	Belle Isle Straits	Dominion Government.	Marconi Wireless Tel. Co. of Canada.	250
Pt. Amour, Nfld	"	"	"	150
Pt. Riche, Nfld	Gulf of St. Lawrence	"	"	250
Harrington, P.Q	"	"	"	150
Heath Pt., P.Q	Gulf of St. Lawrence (Anticosti Isld.)	"	"	250
Cape Ray, Nfld	Cabot Straits	"	"	350
Cape Race, Nfld	North Atlantic	"	"	400
Grindstone Island, P.Q	Gulf of St Lawrence (Magdalen Isld.)	"	"	260
Fame Pt., P.Q	Gulf of St. Lawrence	"	"	250
Clark City, P.Q	"	"	"	250
Father Pt., P.Q	River St. Lawrence	"	"	250
Grosse Isle, P.Q	"	"	"	100
Quebec, P.Q	"	"	"	100
Three Rivers, P.Q	"	"	"	150
Montreal, P.Q	"	"	"	200
Cape Sable, N.S	North Atlantic	"	"	250
Partridge Isld., St. John, N.B.	Entrance St. John, N.B., Harbour.	"	"	250
Cape Bear, P.E.I	Northumberland Strait	"	"	150
Pictou, N.S	"	Marconi Wireless Tel. Co. of Canada.	"	100
North Sydney, C.B	North Sydney, C.B.	"	"	100
Camperdown, N.S	Entrance to Halifax Harbour.	"	"	250
Sable Island, N.S	North Atlantic	"	"	300

GREAT LAKES.

Port Arthur, Ont	Port Arthur, Ont	Dominion Government.	Marconi Wireless Tel. Co. of Canada.	250
Sault Ste. Marie, Ont	Sault Ste. Marie, Ont	"	In course of erection.	300
Tobermory, Ont	Entrance Georgian Bay	"	"	300
Midland, Ont	Georgian Bay	"	"	300

SESSIONAL PAPER No. 38

COAST STATIONS FOR COMMUNICATION WITH SHIPS—*Continued.*

WEST COAST.

Name.	Where situated.	Owned by	Operated by	Range in nautical miles.
Victoria, B.C	Victoria, B.C	Dom. Govt...	Dominion Govt..	250
Pt. Grey, B.C. (Vancouver)	Entrance Vancouver Harbour.	"	"	150
Cape Lazo, B.C	Srtait of Georgia, near Comox, B.C.	Dominion Government.	Dominion Govt..	300
Pachena Pt., B.C	West Coast Vancouver Ild.	"	"	300
Estevan Pt., B.C	" "	"	"	150
Triangle Ild., B.C	South of Hecate Str.	"	"	350
Ikeda Head, B.C	South of Moresby Ild., Q.C.I.	"	"	250
Dead Tree Pt., B.C	South of Graham Ild., Q.C.I.	"	"	150
Prince Rupert	Digby Ild. Entrance Prince Rupert Harbour.	"	"	250

LICENSED STATIONS.

Long Distance.

Glace Bay, C.B	Near Glace Bay, C.B	Marconi Wireless Tel. Co. of Canada.	Marconi Wireless Tel. Co. of Canada.	3000

PRIVATE STATIONS.

Toronto, Ont	Toronto, Ont	Goodyear Tyre and Rubber Co., Toronto	Owners	56
Bowmanville, Ont	Bowmanville, Ont	"	"	50
Bowen Ild., B.C	Bowen Ild., B.C., Strait of Georgia.	Canadian Explosives Co., Montreal.	"	30

AMATEUR AND EXPERIMENTAL STATIONS.

Eleven stations (detailed list given in report).

COAST STATION SERVICES.

The above coast stations handled business as follows during the year:—

STATEMENT of total number of messages handled by Canadian Coast Stations during fiscal year 1911-12.

Service.	Number of Messages.	Number of Words.
East Coast	119,049	1,824,450
Great Lakes (Port Arthur Station only)	1,043	17,095
West Coast	76,158	997,900
Total	196,250	2,839,445

COMPARATIVE STATEMENT of total business handled by the Coast Station Services during the last 3 years.

Service.	1909-10.		1910-11.		1911-12.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.
East Coast	65,608	956,370	71,594	1,179,434	119,049	1,824,450
Great Lakes (Port Arthur)	nil.	.....	nil.	.....	1,043	17,095
West Coast	18,469	265,414	48,074	647,461	76,158	997,900
Totals	84,077	1,221,784	119,668	1,826,895	196,250	2,839,445

DETAILED STATEMENT of business handled by individual Coast Stations during year 1911-12.

WEST COAST SERVICE.

Nine stations owned and operated directly by the Department of the Naval Service.

TABLE No. 1.

Name of Station.	Government station business.	Words.	Private business between stations.	Words.	Retransmitted messages.	Words.	Paid message to and from ships.	Words.	Service messages.	Words.	Messages to and from Government ships.	Words.	Revenue.	Cost of maintenance.
													$ cts.	$ cts.
Pachena	166	3,162	212	2,632	9,324	124,457	112	1,326	1,181	12,694	44	879	47 14	4,263 08
Estevan	134	1,601	60	1,012	11,569	119,243	833	7,835	1,547	24,281	27	742	741 38	3,378 54
Dead Tree Point	4	133	589	6,926	3	29	8	87	1,229	9,095	10	216	159 93	1,759 87
Ikeda Head	22	395	330	4,096	1,557	27,098	35	397	1,993	20,090	4	89	117 25	2,831 18
Triangle Island	704	5,943	12	572	10,072	155,294	652	8,192	1,682	27,713	84	1,512	200 53	4,009 12
Point Grey	11	299	39	775	679	9,270	1,018	12,652	1,386	14,976	26	449	577 53	3,691 19
Victoria	159	25,931	1,471	22,369	4,174	59,504	3,231	34,319	11,610	158,773	220	5,110	2,490 36	4,292 15
Prince Rupert	337	8,130	1,634	22,499	370	5,279	216	2,530	569	8,989	1	14	749 92	3,714 15
Cape Lazo	143	2,051	613	8,840	73	855	446	6,180	1,462	19,728	41	637	362 21	3,703 41
Total	3,680	47,645	4,990	69,721	37,821	501,029	6,551	73,518	22,659	296,339	457	9,648	5,446 25	31,642 69

Total number of messages handled	76,158
" words "	997,900
Upkeep local office at Victoria, B.C.	4,535 80
General Account Charter of Steamers, freight, travelling expenses, &c.	4,057 42
Cost of maintenance, of stations	31,642 69
Total cost of maintenance	40,235 91
Total revenue	5,446 25

GREAT LAKES.

One station owned by the Department of the Naval Service and operated by the Marconi Wireless Telegraph Company of Canada, Limited.

Three stations owned by the Department of the Naval Service now in course of erection.

Name.	Govt. Station Business.		Private Business between Stations.		Re-transmitted Messages.		Paid Messages to and from Ships.		Service Messages.		Messages to and from Govt. Ships		Revenue.	Cost of Maintenance.
		Words.		Words.		Words.		Words.		Words.		Words.		
Port Arthur, Ont.	....	....	937	15353	....	....	73	1188	33	554	.....	...	$500 00	$3,595 20
Sault Ste. Marie, Ont.	Not yet in Operation.													
Tobermory, Ont.														
Midland, Ont.														

Total number of messages handled	1,043
" words "	17,095
" cost of maintenance	$3,595 20
" revenue	$500 00

TABLE No. 2.

EAST COAST.

22 stations.—18 owned by the Department of the Naval Service.

4 owned by the Marconi Wireless Telegraph Company of Canada, Limited, all operated by the latter company under contract with the Department of the Naval Service.

TABLE No. 3.

MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED.

Statement of Traffic for the year 1911-12.

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from Government ships.		Government business between stations.		Service messages.		Retransmitted messages.		Traffic carried for Cable Company.		Cost of Maintenance.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.
Halifax-Sable Island	5,548	51,120	4,298	52,439	78	1,031	835	7,425	2,139	35,020					3,500 00
Halifax-Cape Sable	2,537	24,455			38	577	128	1,260	1,665	33,497					
Halifax Station	109	1,146	3,087	47,810	220	3,264	1,005	10,252	3,497	65,072					
St. John	106	1,532	304	11,550	515	7,277	96	925	376	6,233	4	60			3,500 00
North Sydney	57	787	2	46	289	5,017	1,495	9,626	884	14,211					1,750 00
Cape Race	4,363	43,798			67	1,479			2,389	30,810					3,500 00
Cape Ray	164	1,903	900	14,560	18	241	1,308	8,371	2,141	31,585	344	5,398			3,500 00
Magdalen Islands	9	253	1,440	42,243	48	927	125	3,018	812	11,233	129	2,384			1,200 00
Pictou	30	757	810	31,876	623	11,116	141	2,301	272	7,466	5	84	2,399	46,571	1,750 00
Cape Bear	7	75	101	2,276	684	13,647	46	636	104	2,307	327	5,231	2,399	46,571	2,500 00
Belle Isle	508	6,865	47	696	274	3,922	1,672	16,558	2,507	35,599	2,978	41,350			4,500 00
Point Amour	231	9,549	244	2,410	170	3,435	987	10,101	1,686	16,546	4,813	70,557			3,500 00
Heath Point	381	12,783	67	1,256	169	2,306	398	4,006	3,849	37,147	9,764	148,304			3,500 00
Fame Point	647	28,033	809	18,195	431	6,845	2,349	21,132	6,189	102,090	526	8,956			3,500 00
Clarke City	15	285	1,706	50,820	76	1,465	30	384	1,264	17,242	1,845	33,591			3,500 00
Father Point	744	10,490	1,442	40,632	399	5,498	399	3,935	2,512	40,491	246	7,780			3,500 00
Point Rich	61	1,003	19	197	52	753	9	159	752	9,166	4,725	74,641			3,500 00
Grosse Isle	28	557	97	1,408	431	7,375	1,200	23,389	366	8,339	62	1,179			2,500 00
Harrington	25	395	39	589	11	204	214	1,277	331	3,731	226	3,246			2,500 00
Quebec	319	4,720	175	2,238	475	8,440	826	12,449	1,298	29,777	217	3,035			2,500 00
Three Rivers	206	2,614	6	122	320	4,594	1	23	320	5,457	1,137	15,598			3,500 00
Montreal	165	1,955	366	3,313	73	1,172	6	204	610	9,183					3,500 00
Totals	16,260	205,080	15,959	324,676	5,461	90,525	13,270	137,431	35,953	552,202	27,348	421,394	4,798	93,142	61,200 00

Total number of messages handled ..... 119,049.
Total number of words handled ..... 1,824,450.
Total cost of maintenance ..... $61,200.

COAST STATION SERVICE OPERATION GENERALLY.

The Coast Station service has been maintained and operated at the general high standard of efficiency and the increase in the number of words handled (1910-11, 1,826,895 words, 1911-12, 2,851,350 words) is very satisfactory.

On the West Coast a great increase is noted in the inter-station paid business, that is to say, business between fixed points such as Victoria and Prince Rupert. The figures are as follows:—1910-11, 33,303 words, 1911-12, 69,721.

This increase is due to the fact that the reliability of our service is becoming more widely known among the mercantile houses, as we make no special effort to obtain such business except for the Queen Charlotte Islands, with which point the service is the only connecting link. Up to the present we have not entered into active competition with any land lines, the existing telegraph rates between any two points have been maintained, and it is left to the sender to route his messages as he may see fit.

It should be borne in mind that the wireless service is primarily intended for communication with ships at sea, as an aid to their navigation, and should the stations be loaded up to their capacity with inter-station business the real object of their maintenance would be defeated.

Cable interruptions are a source of considerable revenue for the service. Two breaks of importance occurred during the year, one on the United States Government Alaskan cable between Seattle and Alaska, the other on the cable between Prince Edward Island and the mainland. In the former case a large number of messages were handled via the Commercial Wireless Station at Ketchiban, Alaska, and our Prince Rupert station, and in the latter all the messages to and from Prince Edward Island were handled via the stations at Pictou and Cape Bear.

The above business was handled without difficulty and the utility of the wireless service thus further demonstrated.

It is gratifying to report that there have been no breakdowns or interruptions of communication between any of the wireless stations during the year.

The general shortage of telegraph operators throughout the country has also been felt in the service, and we have found it difficult at times to maintain a 24-hour watch at all of the stations; in fact, so acute has this shortage become on the Pacific Coast that we have been compelled to inaugurate a learners' division for the training of operators. The procedure adopted in this connection is as follows: An inexperienced man is attached to a station without salary until such time as he is capable of passing our 'Learners Examination,' which calls for a general elementary knowledge of the apparatus and organization, and an operating speed of 15 words per minute in the International Morse code.

A learner who has successfully passed this examination is then admitted to the 'Junior Operator' division at a salary of $45 per month, and is regularly attached to a station to assist in its operation. He remains in this division until he has successfully passed the 'Third Operators' Examination,' which calls for a thorough knowledge of the adjustment of apparatus, organization, &c., and an operating speed of 20 words per minute; he then receives a permanent appointment.

By following the above general procedure, we shall in time develop a thoroughly trained and efficient staff of men who have been brought up in our service.

The Coast Stations continue to provide the public, free of charge, with weather and shipping reports three times a day. This information is given to any one on request, and is also published by the newspapers. We are assured that it is of the

utmost value to the public and shipping interests to be constantly advised of the location of the vessels in which they are interested. The shipping reports include vessels sighted in addition to those communicated with by wireless.

The problem of the suppression of interference in connection with the Southern Stations of the West Coast service grows more serious year by year.

The direct cause of the augmentation of this interference is the ever increasing number of ship installations on vessels plying on the Pacific Coast and the erection of several additional coast stations on the shores of Puget Sound in the United States.

Little can be done to alleviate this very pressing difficulty until some regulations to govern the working of these coast stations are introduced by the United States. At present absolutely no control is exercised over their operation by that administration. A private arrangement has, however, been entered into by the different parties concerned, whereby the American government and Canadian government stations agree to operate only during the first 30 minutes of every hour, and the stations belonging to the commercial companies during the last 30 minutes of every hour.

This arrangement is satisfactory in so far as it goes, but is a makeshift at the best. The matter is patently one for international agreement, and a satisfactory solution can be arrived at by no other method.

It is with much pleasure that we hear that the United States proposes to signify its adherence to the International Radio-telegraphic convention at an early date.

The geographical position of the coast stations on the East Coast renders that service practically immune from interference by foreign stations; but the trouble we now encounter on the West Coast will be met on the Great Lakes immediately that service is placed in operation.

The difficulty is not insurmountable, it can be overcome to a great extent by accurate tuning, differentiation of wave lengths, and limitation of the power to be used at the individual stations concerned.

The interference which arises from experimental and amateur stations in the Dominion has been overcome by strict enforcement of the license clause in the Telegraphs Act, and by a judicious selection of the wave lengths and powers to be used at these stations.

It will be readily understood that any drastic suppression of such stations would be a great detriment to the advance of the art of wireless telegraphy in this country, but at the same time the coast station services must be kept free from interference at all costs.

This problem is also a technical one and resolves itself into a question of what wave lengths and powers these stations may use without interfering with a coast or ship station using the standard wave lengths of 300 and 600 metres. The matter has been carefully gone into and it has been found that a station using a wave length of 50 metres with a maximum power of ½ K.W. does not interfere with ship to shore working, even if the experimental station is within a few hundred yards of the coast or ship station as the case may be.

With the above power and wave length the amateur stations have a range of about 15 miles. They are thus enabled to carry out any experiments they desire, and at the same time there is no interference except among themselves.

LICENSED STATIONS.

Under the provisions of the 'Telegraphs Act,' Chap. 126, R.S.C., Part IV of which deals with wireless telegraphy, no person may erect or operate a wireless telegraph station in the Dominion of Canada or on any vessel registered therein except under a license issued by the Minister of the Naval Service. In accordance with the Act the following licenses have been granted or renewed during the year:—

TRANSATLANTIC.

Glace Bay, C.B., 3,000 miles range; licensees, the Marconi Wireless Telegraph Company of Canada, Limited, Montreal.

PRIVATE STATIONS.

Toronto, Ont.: range, 50 miles; licensees, the Goodyear Tyre Rubber Co., Toronto.

Bowmanville, Ont.: range, 50 miles; licensees, the Goodyear Tyre and Rubber Co., Toronto.

Bowen Island, B.C.: range, 30 miles; licensees, Canadian Explosives Co., Montreal.

EXPERIMENTAL AND AMATEUR STATIONS.

Name.	Address.	Call Letters.
Elderkin, Karl O	Weymouth, N.S	X A J.
Cuthbert David	Bamfield, B.C	Reception only.
Lawson, Donald	Yarmouth, N.S	X A I.
O'Hanley, Charles John	"	X A K.
Fowler, W. D	388 Roslyn Avenue, Montreal	X A M.
Cooper, J. K	Vancouver, B.C	X A L.
Lockyer, R. H. N	"	X A B.
Militia and Defence, Dept. of	Charlottetown, P.E.I	X A N.
Teel, Jay G	170 Rielle Avenue, Verdun, P.Q	X A P.
Vaughan, Frank P	St. John, N.B	X A O.
St. Aubin, A	67 Church St., Montreal	X A C.

SHIP STATIONS.

Name of Ship.	Port of Registry.	Name of Owners.	Name of Company Operating the Station.
S.S. Assiniboia	Montreal, P.Q	C.P.R	Marconi Wireless Tel. Co. of Canada, Montreal.
" Alberta	"	"	" "
" Athabaska	"	"	" "
" Manitoba	"	"	" "
" Keewatin	"	"	" "
" Boston	Yarmouth, N.S	"	" "
" Hamonic	Collingwood, Ont	Northern Nav. Co	" "
" Huronic	"	"	" "
" Germanic	"	"	" "
" James Whalen	Toronto, Ont	Great Lakes Towing and Wrecking Co.	Owners.
Imperial	Sault Ste. Marie, Ont	"	Marconi Wireless Tel. Co. of Canada, Montreal.
Province	Port Arthur, Ont	"	" "
Empire	"	"	" "
" Salvor	Victoria, B.C	B.C. Salvage Co	Owners.
" Prince Rupert	Newcastle, C.B	G.T.P. Co	"
" " George	"	"	"
" " Albert	Prince Rupert, B.C	"	"
" " John	"	"	"
" Florence	Toronto, Ont	T. Eaton	"
" Princess Beatrice	Victoria, B.C	C.P.R	United Wireless Co., New York.
" " Charlotte	"	"	" "
" " May	Vancouver, B.C	"	" "
" " Royal	Victoria, B.C	"	" "
" " Victoria	London, G.B	"	" "
" " Tees	Victoria, B.C	"	" "
" Camosun	Glasgow, G.B	Union Steamship Co.	" "

GOVERNMENT STEAMERS EQUIPPED WITH WIRELESS INSTALLATIONS.

OPERATED BY THE DEPARTMENT OF THE NAVAL SERVICE.

	Range.
H.M.C.S. *Niobe*	400 miles.
" *Rainbow*	250 "

OPERATED BY THE DEPARTMENT OF MARINE AND FISHERIES.

	Range.
C.G.S. *Quadra*	100 miles.
" *Minto*	150 "
" *Stanley*	150 "
" *Lady Laurier*	150 "
" *Aberdeen*	100 "
" *Druid*	100 "
" *Earl Grey*	200 "
" *Montcalm*	150 "
" *Montmagny*	200 "
" *Lady Grey*	100 "

NEW CONSTRUCTION—ADDITIONS AND ALTERATIONS.

EAST COAST.

Montreal Station.—The coast station at Montreal is situated on the Tarte Pier, Maisonneuve. During the year the Harbour Commissioners of the Port of Montreal decided to erect two sheds on this pier, and we were advised that the anchors of our mast were in the way of the foundations of these sheds. Six new concrete anchors were therefore installed by the Department and the existing ones removed. The position of the new anchors rendered it unsafe to maintain the mast at its existing height (185 ft.), the top gallant mast (45 ft. long) was therefore taken down.

The total cost of the above alterations was $725.79.

GREAT LAKES.

The construction of a chain of stations on the Great Lakes to provide those waters with a wireless service is now proceeding. The station at Port Arthur has been purchased from the Marconi Wireless Telegraph Company of Canada by the Department, and work has been commenced on the erection of three new stations at Sault Ste. Marie, Ont., Tobermory, Ont., and Midland, Ontario, respectively. It is expected that these stations will be placed in operation by the opening of navigation, 1912.

Public tenders were called for the erection of the buildings and masts of these new stations and the apparatus has been ordered. The transmitters will be of 5½ K.W. power, which will give the stations a daylight range of 350 miles over water.

Both the transmitting and receiving apparatus will be installed in duplicate and each station will be equipped with two distinct units.

Where no local power is available each generator will be driven by an 8 h.p. gasoline engine, otherwise one engine only will be installed for use in cases of emergency, while for ordinary working each generator will be driven by a 3-phase motor taking its power from the local electrical supply. The installation of an engine in such cases is of great importance, for the storms which damage the power lines also render navigation dangerous, and it might happen that when the wireless service was most urgently needed no power would be available owing to a breakdown of the local lines.

Port Arthur.—The station at Port Arthur, Ont., was erected by the Marconi Wireless Telegraph Company of Canada in 1910, under an arrangement with the Department whereby the latter could purchase the same at any time, should they so desire. The policy of Government ownership of all wireless coast stations on the lakes has now been decided on, and in accordance with the same the above station has been transferred to the Department by the company for the sum of $6,872.68.

Sault Ste. Marie, Ont.—A site of 4 acres was secured at Sault Ste. Marie on the high land to the east of the town, and public tenders were called for for the erection of the masts and buildings. The successful tenderers were Messrs. Pratt & Hanley, who submitted the lowest contract price, viz., $15,250.

This work is now in progress.

Tobermory.—A site was secured at Tobermory, Ont., overlooking the easterly entrance of the harbour, and public tenders were called for for the erection of the buildings and masts. The successful tenderers were Messrs. Pratt & Hanley, who submitted the lowest contract price of $15,100.

This work is now in progress.

Midland.—A site was secured at Midland on the hill overlooking the harbour, and public tenders were called for for the erection of the masts and buildings. The successful tenderers were Messrs. Pratt & Hanley, who submitted the lowest contract price of $12,504.

This work is now in progress.

WEST COAST.

No new stations were installed on the west coast during the year. The following repairs and additions were made to the existing stations to maintain them at their proper standard of efficiency.

Cape Lazo.—A new 5½ K.W. transmitter in duplicate complete with two 8 h.p. gasoline engines was installed at Cape Lazo in the new operating house at a cost of $4,489.85. The old 1 K.W. set at this point was transferred to Point Grey.

The new apparatus is of the most modern type and has done excellent work.

Public tenders were called for for the erection of a dwelling house to accommodate the additional staff rendered necessary by the 24-hour service. The successful tenderer was James Carthew, Comox, B.C., who submitted the lowest contract price of $3,600.

This work is still in progress.

Ikeda Head.—An aerial tramway 500 ft. long was installed at Ikeda Head station for the transportation of supplies, &c., from the shore to the station. Repairs were also made to the telephone line and trail between Ikeda and Jedway. The cost of this work was $813.77.

SHIPPING DISASTERS AND THE WIRELESS SERVICES.

Practically no serious maritime disasters occurred during the year and the service has therefore had little opportunity of showing its value in cases of emergency.

WEST COAST.

On November 23, 1911, the S.S. *Tees* lost her propeller while backing from the wharf at Claypits, at the head of Kyuquoit Sound, on the west coast of Vancouver Island. No further damage was done nor was the safety of the vessel or passengers imperilled.

Distress signals were sent out by the *Tees,* but owing to her location at the head of the Sound, entirely surrounded by high mountains of the order of 7,000 feet, she was unable to establish communication with any station. The peculiar condition of the ether at night time on the Pacific coast, however, assisted her, and although she was untable to get an answer to her calls, they were heard by the steamer *Northwestern* away up in Alaska, and the news was relayed by her down to Victoria. At the same time the Government Station at Estevan received a piece of a message from the *Tees* saying she was in Kyuquoit Sound. Nothing more was received from the *Tees* until assistance arrived at the scene of the accident five days later, and it was feared a serious disaster had occurred.

On receipt of the above very meagre news several ships immediately went to her assistance, but owing to bad weather and fog they were unable to get into the Sound—a very dangerous spot in any weather—for four days. These steamers were in constant communication with the Government Coast Station Service, but could get no reply from the *Tees.*

On the fifth day the fishery protection cruiser, *William Jolliffe,* of the Department of the Naval Service picked up the life boat of the *Tees* at the entrance to the Sound, when the news that all was well with the steamer was immediately transmitted to Victoria by her and much anxiety allayed. The *Tees* was eventually towed to Victoria by the Canadian Pacific Railway tug *Nanoose.*

At 2.30 a.m., December 17, 1911, the Pacific Coast S.S. *City of Pueblo,* while on her way from Seattle to Vancouver, blew out a cylinder head, disabling the ship and severely scalding the chief engineer.

The distress signal was immediately sent out, Victoria and Point Grey stations responding.

The captain advised his owners through these stations of the disaster, requesting immediate assistance.

Several messages were exchanged between the disabled vessel and Point Grey station, the latter station having a land wire communication with Seattle, the land line office connecting Victoria station being closed.

It is worthy of note to remark that Victoria and Point Grey were the only stations to respond, these stations keeping a 24-hour watch.

The position of the boat and the dangerous condition of the injured engineer made it imperative to have prompt assistance.

The *City of Puebla* was one of the first vessels on the Pacific coast to instal wireless.

EAST COAST.

On July 30, H.M.C.S. *Niobe* ran ashore on the southwest ledges near Cape Sable, N.S. Communication was immediately established with Camperdown station (Halifax), and the Marine and Fisheries and Naval Dockyard officials at that point were at once advised of the accident. Assistance was sent and the cruiser was floated later in the day. She was eventually towed to Halifax where she underwent repairs.

From the moment the *Niobe* struck until the time she reached Halifax she was never out of communication with the Coast Station System, and the advantage of direct and instant communication with the assisting ships (all of which were equipped with wireless) proved invaluable during the salvage operations and the tow to Halifax.

On September 24, 1911 a wireless telegram was received from the *Reina Maria Cristina* by the Sable Island and Halifax stations reporting a smack half submerged, with three fore sails stretched, named *Stephen G. Hart,* of New London, and flying the American flag, in the position of lat. 16° north, long. 68° 33′ west. It was impossible to render any assistance to this vessel, but the Marine and Fisheries Department of the Canadian Government and the Hydrographic Office at Washington were both advised so that all steamers interested might be warned of this menace to shipping.

On November 6, 1911, at 6 a.m., distress signals were received by the Sable Island station from the British steamer *Berwind-Moor,* owned by the Berwind-Moor Steamship Company, Liverpool. The steamer gave her name and position and advised that she was disabled.

Great difficulty was experienced by the Sable Island station in communicating with this vessel, possibly owing to the fact that no regular wireless telegraph operator was employed on the steamer, this work being attended to by one of the navigating officers. The steamer was not badly disabled and while in the open sea did not particularly require any assistance. All steamers in the vicinity, however, were advised of her position and condition by the Sable Island station.

A German tank steamer eventually went to her assistance and towed her to Halifax. Several accidents, such as parting of cables, occurred during the tow and bad weather was encountered during the whole voyage; several vessels put out from Halifax to assist the disabled steamer into port, at which point she finally arrived in safety on November 30, 1911.

The owners and the public were in touch with the disabled vessel and were kept constantly advised with regard to her condition and the progress she was making.

On February 25, 1912, the steamer *Volturno* reported having sighted a wooden ship turned bottom up in lat. 40° 37′ north 59° 20′ west.

No assistance was rendered in this case, but the Marine and Fisheries Department of the Canadian Government and the Hydrograhpic Office at Washington were both advised so that all steamers interested might be warned of this menace to navigation. All passing steamers fitted with wireless telegraphy were also advised by the Sable Island Station.

THE INTERNATIONAL RADIO-TELEGRAPHIC CONVENTION.

By 1903 the increasing use of wireless telegraphy for maritime purposes had raised questions of international interest and it became evident that on many points, regarding the interchange of messages, international agreement was urgently required.

The first or preliminary conference was held at Berlin in 1903, when a protocol was drawn up as a basis for discussion at a future conference.

The second conference met at Berlin in 1906, and is known as the 'Berlin Conference.' The provisions of this convention have been ratified by Great Britain and all the self-governing colonies, with the exception of Newfoundland, and by all the leading nations of the world with the exception of the United States.

The primary object of the convention is to facilitate ship-to-shore communication, and its main provisions may be classified generally as follows:—

The acceptance and transmission of telegrams.
The adoption of uniform rules of working.
The provision of the means of collecting charges and settling accounts between the different countries.
Arrangements for the publication of all information necessary for intercommunication.
Rules to prevent interference and confusion in working, with adequate provision for their enforcement.
Compulsory intercommunication with certain exceptions.

The convention provides for the establishment of an International Bureau for the distribution of information, and its regulations cover:—the control of operators; the limitation of power; the efficiency of apparatus; the use of specific wave lengths; the adoption of uniform methods for the operation of stations and the handling of messages. It imposes a general obligation on the part of all stations not to interfere, and calls for compulsory intercommunication between ship and shore stations, irrespective of the system of wireless telegraphy employed.

It was proposed to hold the next convention at London last year (1911), but owing to the coronation taking place in June it has been decided to postpone it until 1912.

Many of the regulations contained in the 'Berlin Convention' require amendment to meet present-day requirements, and it is anticipated there will be considerable discussion regarding the different clauses before a satisfactory solution is arrived at.

Generally speaking, the 'Berlin Convention' has proved successful, and it has undoubtedly done much to alleviate the many difficulties encountered in the operation of a Radio-telegraphic service.

I have the honour to be, sir,

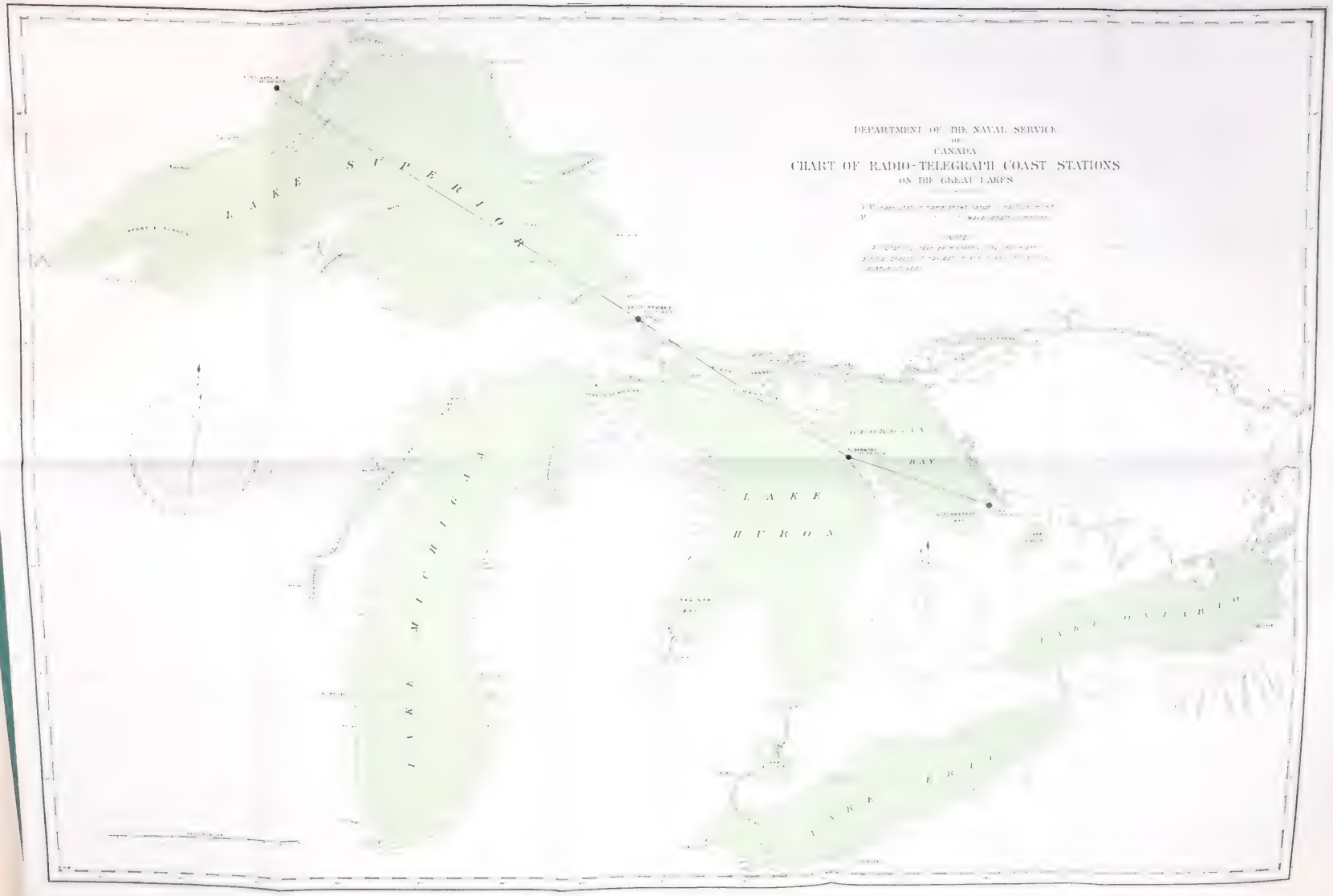
Your obedient servant,

C. P. EDWARDS,

General Superintendent, Government Radiotelegraphs.

NELSON ROADS

NELSON ROADS


DEPARTMENT OF THE NAVAL SERVICE
OF
CANADA
CHART OF RADIO-TELEGRAPH COAST STATIONS
ON THE GREAT LAKES
NOTE
L A K E S U P E R I O R
L A K E M I C H I G A N
L A K E H U R O N
G E O R G I A N B A Y

CANADA

NORTH ATLANTIC OCEAN

HUDSON BAY AND STRAIT

Showing the path followed by the H.B.S. Minto

during her return trip from Port Nelson

1911

Captain F. Anderson

Officer in command

Scale 50 statute miles to 1 inch

Under the direction of

Honorable Louis P. Brodeur, Minister of the Naval Service of Canada

and Lieutenant Deputy Minister

Engineer in Charge

Secretary

Draughtsman

Surveyor in Charge

Assistant Surveyors

Engineer

Magnetic Observer

Meteorologist

Wireless Operator

MELVILLE PENINSULA

FOX CHANNEL

FOX LAND

SOUTHAMPTON ISLAND

HUDSON STRAIT

HUDSON BAY

CANADA

NORTH ATLANTIC OCEAN

HUDSON BAY AND STRAIT

Showing the path followed and the ice encountered by the HMS Minto during her trip to Port Nelson

1911

Captain F. Anderson,

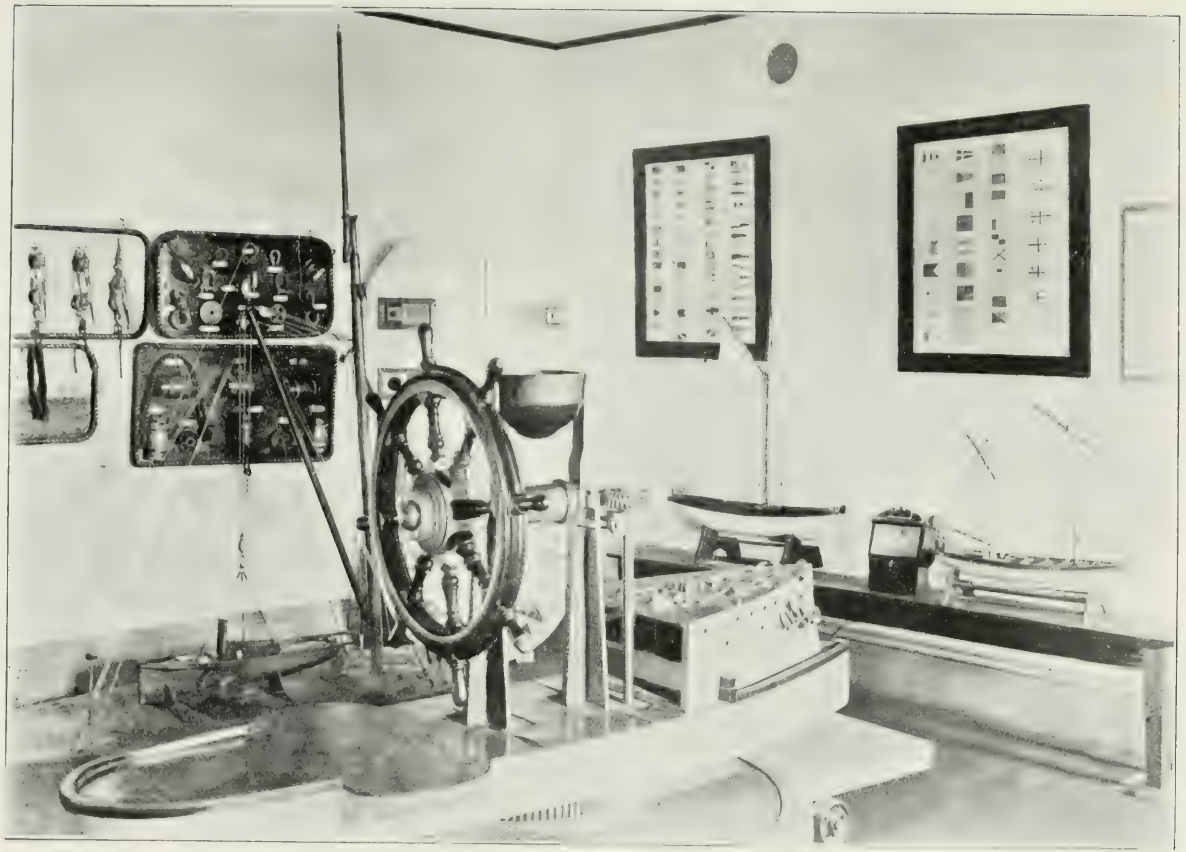
French Canadian Officers and Recruits.

The Coronation Contingent.

Cadets at R.N. College.

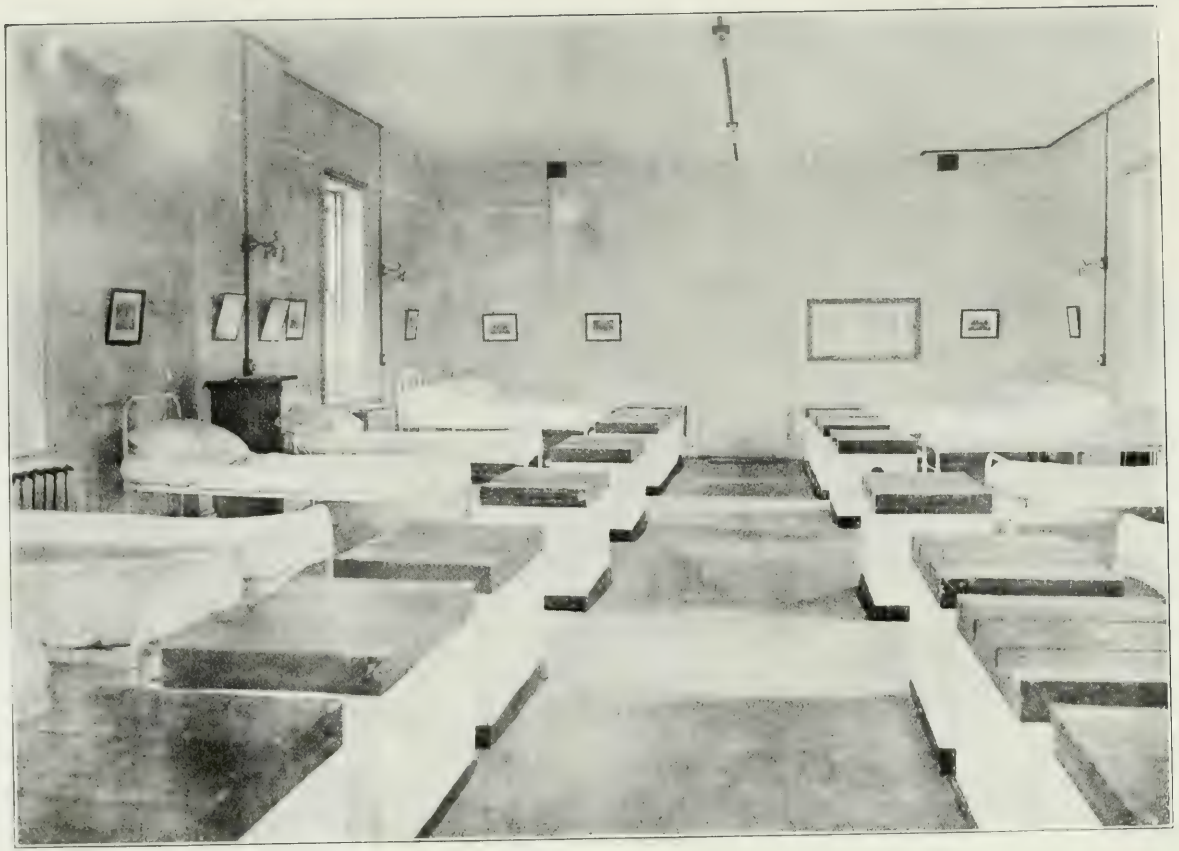
Recruits on joining.

Same recruits after one month.



Model Room at R.N. College.

Cadets Workshop, R.N. College.

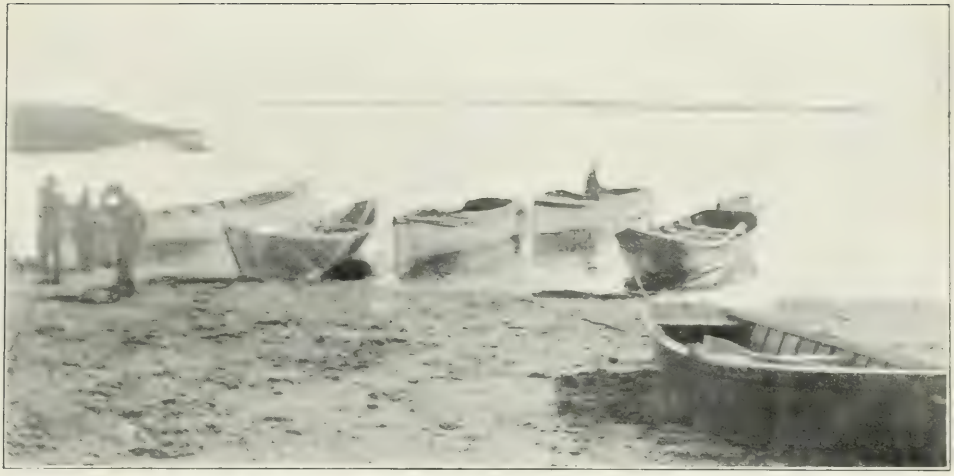


Dormitory at R.N. College.

A Bench Mark in the Rock.
(At a prospective Railway Station Terminus, Alberni, B.C.) The extreme levels of the tide are referred permanently to this mark.

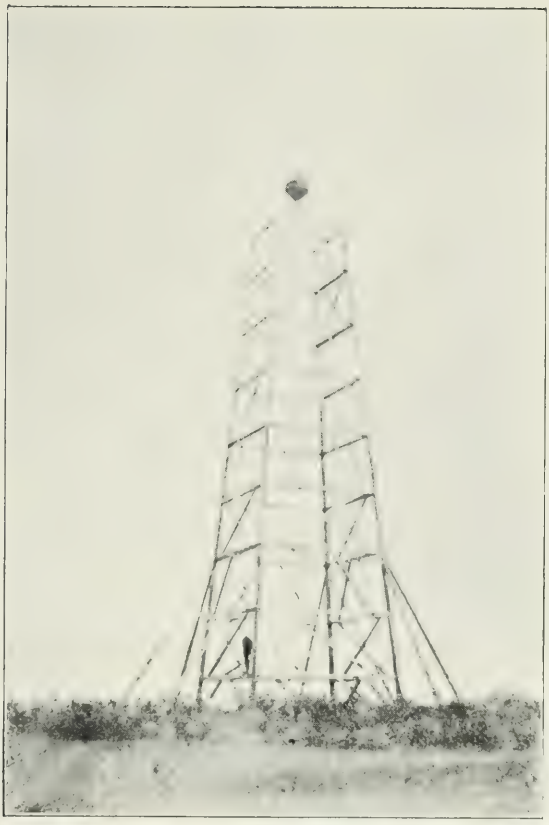
Marsh Point, Nelson Roads, Hudson Bay at Low Tide.

The Schooners "Burleigh" and "Chrissie Thomey" in Hudson Straits, 28th July 1911.



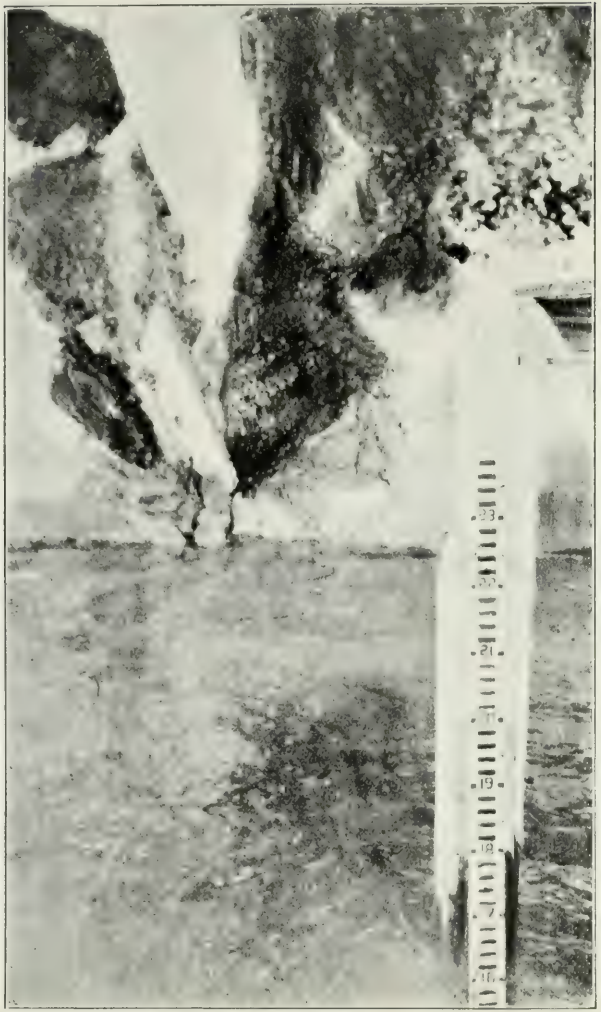
The R.N.W.M.P. Landing at Port Churchill Harbour, Hudson Bay.

Transferring the Missionaries from C.G.S. "Minto" to the "Burleigh", in Hudson Straits, on 28th July 1911.



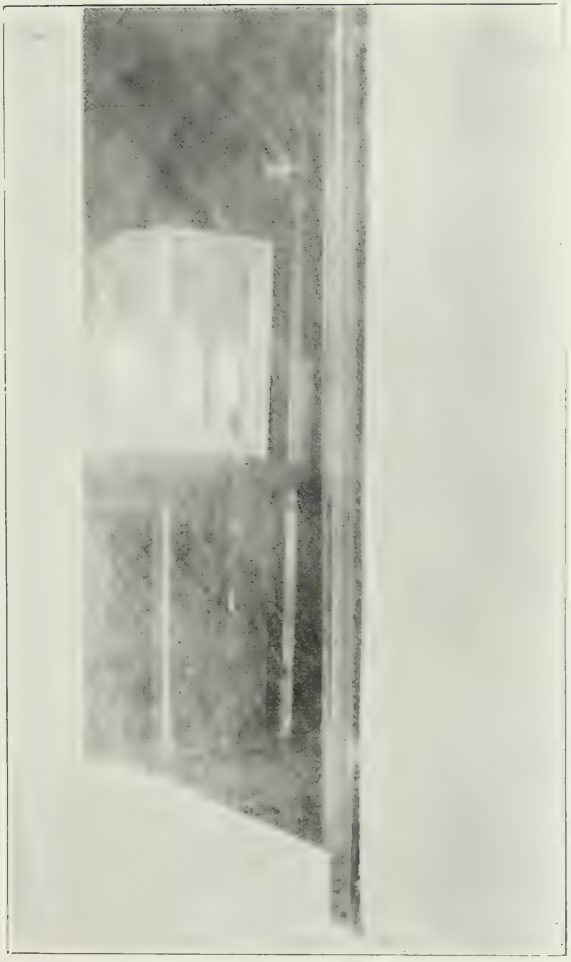
The Beacon at March Point, Nelson Roads, Hudson Bay.

York Factory—Hudson Bay.



The Standard Tide Scale. The Registering Instrument is set to correspond with this.

A Temporary Tide-guage. Showing Tide Column braced from the rock and guyed with wire rope. (At South West Point, Anticosti).



A Winter Station. Showing a registering tide guage and graduated staff which rises and falls with the tide. (In Belle Isle Straits.

DEPARTMENT OF TRADE AND COMMERCE

CANADA-WEST INDIES CONFERENCE

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1913

[No. 55—1913.]

CANADA-WEST INDIES CONFERENCE

OTTAWA, March 29, 1912.

The delegates from the West Indies met the Canadian representatives to-day and went into conference.

Hon. GEORGE E. FOSTER (Minister of Trade and Commerce for Canada) was elected temporary chairman, and Mr. Payne, temporary secretary, for the purposes of organizing the conference.

The credentials of the delegates were presented and approved as follows:—

Hon. GEORGE EULAS FOSTER, B.A., D.C.L., LL.D., Minister of Trade and Commerce.

Hon. JOHN DOWSLEY REID, M.D., Minister of Customs; and,

Hon. WILLIAM THOMAS WHITE, Minister of Finance; representing the Government of the Dominion of Canada.

HENRY BARCLAY WALCOTT, Collector of Customs, as representative, and ADAM SMITH, as adviser, for Trinidad.

JOHN MCINTOSH REID, Comptroller of Customs, as representative, and CHARLES GUY AUSTIN WYATT, as adviser, for British Guiana.

Dr. WILLIAM KELMAN CHANDLER, LL.D., C.M.G., Master in Chancery, as representative for Barbados; Mr. F. A. C. COLLYMORE, adviser.

EDWARD JOHN CAMERON, C.M.G., representative for St. Lucia.

FRANCIS WILLIAM GRIFFITH, Supervisor of Customs, as representative, and JOHN GREGG WINDSOR HAZELL, as adviser, for St. Vincent.

WILLIAM DOUGLAS AUCHINLECK, Auditor General for the Leeward Islands, as representative, and JOHN JONES COMACHO, as adviser, for Antigua.

THOMAS LAWRENCE ROXBURGH, C.M.G., representative for St. Kitts.

WILLIAM HENRY PORTER, I.S.O., Treasurer, as representative, and JAMES COLIN MCINTYRE, as adviser, for Dominica.

Lt. Col. WILFRID BENNETT DAVIDSON-HOUSTON, C.M.G., representative for Montserrat.

Permanent organization was completed by the election of the Hon. Mr. Foster as chairman, and Mr. T. P. Owens as secretary.

It was decided to hold the several meetings of the conference in camera and to issue through the chairman a summary of the proceedings to the press at the end of each session.

A committee of five members of the conference was appointed to take up the question of steamship communication between Canada and the West Indies, and to report to the conference.

The Committee on Steamships was as follows:—

Mr. F. W. Griffith, St. Vincent, chairman.
Mr. E. J. Cameron, St. Lucia.
Mr. H. B. Walcott, Trinidad.
Hon. Mr. Foster, Canada
Hon. Mr. White, Canada

A committee of six was appointed to examine into and report upon the cables and telegraphs at present existing and the possible betterment of the same, and to report thereon to the conference. The committee named was:

Mr. C. G. A. Wyatt, British Guiana, chairman.
Mr. A. Smith, Trinidad.
Hon. Mr. White, Canada.
Mr. T. L. Roxburgh, St. Kitts.
Hon. Dr. Reid, Canada.
Mr. F. A. C. Collymore, Barbados.

It was agreed that the discussions at the conference should be confined to the named delegates.

At the opening of the conference, the Hon. Mr. Foster said: I wish to express the pleasure and satisfaction of the Canadian Government in having you gentlemen from the different colonies of the West Indies come to our city and country to meet with us in conference with the idea of devising ways and means by which commercial transactions and the communications connected therewith may be improved and bettered so that the trade and commerce of these countries may be stimulated thereby. We have the advantage of being members of the same great family, and that puts us at once on a footing of intimacy and friendliness which is greater than could be enjoyed if we came from countries not under the same flag and owing a common allegiance. You are a maritime people and we are largely a maritime people, and our commerce to and fro over the seas will naturally aid in the development of our commercial marine and all that appertains thereto. For a number of years Canada and the West Indies have been communicating with each other, and have been endeavouring in various ways and at different times to stimulate the volume of trade and to improve the means of intercommunication. At no previous period in the history of these countries were the circumstances so favourable to our coming together and making an arrangement on the lines foreshadowed than at the present time. In 1890, when I had the pleasure of visiting the West Indies, I met one or two gentlemen who are present here to-day, but I need not remind them that since then circumstances have very much changed in various ways. In the first place, Canada is a bigger country than it was then, and her people are able to consume more of your main products. The difficulty I found at that time, in furthering any commercial arrangements in the way of preference, was that our consumption of some of your great staple products was not large enough to induce you to interrupt your commercial connections with other countries. But that is all changed. Our population has so increased that we are able to tax you to your utmost for all the sugar you can produce, and to make you hustle if you are going to give us all we need. We are also a large fruit consuming country; our population, especially in the great western prairies, uses largely tropical fruits such as you produce, and our means of transportation are so much better than they were then, that it is possible to send us these fruits with commercial advantage and profit to those engaged in the trade. I desire to direct your attention to that which is, of course, apparent, namely, that this is only the beginning of things. We have seven millions of people in Canada now, but in ten years from this, in twenty years from this, in forty years, in fifty years from this we can hardly estimate the number of people there will be in this country, and consequently we cannot estimate the demand there will be on your resources to supply our people. I might remark that the United States has now within her own territory, or affiliated to her by special treaties, a tropical area which goes far towards satisfying her wants, and as these countries now have advantages which are not enjoyed by the British West India islands, a complete reversal of the position of things in that respect has taken place within the last twenty years. We are more and more driven to come to each other for our mutual advantage. I have always been of the opinion that the West Indies is an undeveloped country—what I mean is that although you have made

good progress in a great many respects I do not think you have reached the limit of your development, and to my mind that development can best be assured by a certain and an interchangeable market of such size and such quality, that it will call upon you, for your present protection and for your future benefit, to meet the more extended requirements of Canada. Of course, on the other hand, we in Canada will be delighted to secure business in your markets. This is apparent to us all, and I merely note it in order that it may be fresh in our minds while we are conducting these negotiations.

We have now for fifteen years in Canada given a preference to goods coming from your markets. We have done that not entirely from philanthropic motives, but outside of the trade reasons which may have actuated us I think we can frankly state to you that we have done it because we felt you were members of the same family. (Applause.) And while you did not at that time and have not up to the present given us any shekels in return, we are not thinking about that at the present moment, nor have we thought about it in all these years. We have been very glad to try and draw your commerce to us and to try and get you to take all you can of what we produce.

Now that we are sitting down together, the time, I think, has arrived when we can take all these things into consideration and see if we cannot make permanent and mutual trade arrangements which will inure to the benefit of both.

I again welcome you here, and I express the hope that our deliberations may result in a permanent and profitable arrangement which will be good for our pockets, good for our lands, good for our nationality and good in the sense of the cohesion and development of the empire itself, drawing us, although we lie apart, closer and closer in every way. The West Indies ought to be a sort of summer land for our northern country. It is within the bounds of our own empire, and it seems to me that we should take advantage of what nature has placed at our disposal and get closer together in that as in other respects. On the other hand I think it would be good for the West Indians to get a sight of the snows of our northern clime as a sort of relief from the monotony of sunshine which you enjoy down there.

There is another thing which is important, and it is, that in my opinion there ought to be a larger investment of capital and a greater co-operation in business between Canada and the West Indies. You know what power there is in invested capital to draw countries closer together and to develop them. If we can in any way induce Canadian capital to invest in the West Indies, and if we can induce the business men of the West Indies to co-operate with us in the development of their country, there will be common bonds between us which will be mutually advantageous.

Our work at this conference divides itself into three parts: there is the commersial side of it, there is the steamship side of it, and there is the communication by telegraph and cable, and those are three very important points.

Before we separate this morning, I think it would be advisable for us to appoint a small committee with reference to steamship communication and another with reference to cable communication, so that a certain number of gentlemen here who understand these particular subjects may be able to give us the benefit of their views. I believe Mr. Rippon is here, and we have our own experts, and we may get the advantage of their advice when we come to deal with that question. I conclude by again expressing my own gratification and the gratification of my colleagues in the government at seeing you present, and I conclude with the hope that our labours will be profitable and result in success. (Applause.)

Mr. CHANDLER, C.M.G. (Barbados).—I beg to thank you, Mr. Foster, and the representatives of the Canadian Government for the kindly welcome which you have tendered us. I trust with you that the result of our labours here may be beneficial to both countries.

Mr. CAMERON, C.M.G. (St. Lucia).—I heartily endorse the remarks of my friend, Mr. Chandler. I thank you, gentlemen, for the kindly reception you have tendered to us.

Mr. FOSTER presented statistics of raw sugar imported into Canada under the general and preferential tariffs, the quantity of raw sugar imported into Canada for consumption at preferential rates, the estimated quantity of foreign sugar admitted for use in Canadian beet root and other sugar refineries at preferential rates for refining purposes; also the estimated quantity of refined sugar consumed in Canada.

Mr. FOSTER.—I suppose each delegate has his instructions from his government.

Mr. CHANDLER.—Yes.

Mr. FOSTER.—I suppose these are not secret. Would it be advisable for us to have these instructions read here at the present time. We have no instructions so far as we are concerned. Probably some of you are limited in the maximum to which you could go, and it might be well to understand as soon as possible what are your limitations.

Mr. CHANDLER.—On the ship we met every day for four or five days so as to get in touch with one another and try and arrive at a common ground, and I think these meetings did a lot of good. I do not think, however, that it would be convenient just now to say what our instructions are.

Mr. FOSTER.—That, of course, is a matter entirely for your own convenience, but as soon as possible we ought to know just what you are prepared to do. We are prepared to do everything that is right, and we have a little the advantage of you in that our revenues are a little more elastic than yours.

Mr. CHANDLER.—You have a very considerable advantage over us in that respect.

Mr. CAMERON (St. Lucia).—With regard to cable and steamship communication, I assume it is understood that we from the West Indies have no precise instructions to discuss these matters with a view of coming to any final conclusion upon them. Any discussion and interchange of views which may take place upon the subject would be very useful and very informing, but it would in no way allow us to come to a definite conclusion or reach a finding binding on the colonies which have delegates here.

Mr. FOSTER.—Quite so.

Mr. CAMERON.—I think it is well that this should be understood, and it is with that in view that we have appointed the committees.

The conference then adjourned.

SECOND DAY.

OTTAWA, MONDAY, April 1, 1912.

The delegates from the West Indies and the Canadian representatives resumed in conference at eleven a.m. to-day, the Hon. George E. Foster in the chair.

The delegates were all in attendance.

Mr. FOSTER.—I have had the figures in the minutes of evidence taken in Canada by the Royal Commission extended in all important details, so as to include the years 1910 and 1911. Each member of the conference will be furnished with a copy.

Mr. FOSTER.—The order of business for this morning is on the general subject of the matter of trade preference and relations between Canada and the West Indies. The idea was, when we last met, that we might take up the draft agreement which had been recommended by the commission, and go over it in the order set forth therein. The better way, I think, would be for us to have an interchange of opinions on each of these and find out about what we agree upon and gradually narrow it down to the matters upon which we disagree, if there should be any such. If that meets with your view, gentlemen, we will take up the first paragraph of that proposed draft agreement, which concerns itself with the limit of preference. I suppose it would be in order on that, to have each one of you state about what is his opinion. Of course, there may be no disagreement, and yet there may be differences owing to the conditions and circumstances of the different colonies. We do not know what conclusion you have come to in that respect.

Mr. CHANDLER (Barbados).—You have kindly given us a paper which is very important with regard to the imports into Canada. I wish to have one or two items in that paper explained before going on with the business of the conference. If you look at page 5 of that statement, you will see that the quantity of raw sugar imported for consumption into Canada during the years ending March 31, 1910 and 1911, is given, and taking the year 1911 you will find that the quantity of raw sugar imported into Canada for consumption, on 107 lbs. raw to 100 lbs. refined, was 507,537,374 lbs. Under the Canadian tariff item 135c, any refining company in Canada not engaged in refining sugar from Canadian beet root, is entitled to import at the preferential rate to the extent of one-fifth of the weight of sugar refined from raw sugar during the calendar year in which the raw sugar is imported. Now, if you look at page 4 of the statement you will see that during the year ending March 31, 1911, Canadian sugar refiners imported at preferential rates, roughly speaking, 124,000,000 lbs. under that clause 135c. Now, 135c says that you cannot pass warrants under that clause until you have melted five times as much as you desire to pass warrants for, and one-fifth of five million pounds is approximately, 100,000,000 lbs. It would appear, therefore, that 124,000,000 lbs. were imported under item 135c instead of 100,000,000 lbs. It may be stated that probably a lot of that sugar was kept in stock and not yet melted, but you will see a much similar balance from the year before, when the raw sugar imported was 432,000,000. I cannot understand the figures of 92,000,000 lbs. imported in 1910, at preferential rates, and 124,000,000 lbs. imported at preferential rates in 1911. It looks as if the quantities imported at preferential rates under 135c were in excess of the quantities that should have been allowed.

Mr. FOSTER.—In the first place, the 507,000,,000 lbs. is calculating 107 lbs. of the raw to 100 lbs. of the refined.

Mr. CHANDLER.—That is so.

Mr. FOSTER.—So that the one-fifth would be one-fifth of the actual import of raw.

Mr. CHANDLER.—135*c* says, they are only to import one-fifth of the weight of the amount refined during the calendar year; that is one-fifth of the weight of sugar refined during that calendar year.

Dr. REID.—Perhaps Mr. McDougald will explain——

Mr. MCDOUGALD.—507,000,000 lbs. of sugar was imported during the year 1911, and the quantity imported under that twenty per cent clause was 124,000,000 lbs., which is a little more than the twenty per cent; practically about 24,000,000 lbs. more than the one-fifth.

Mr. CHANDLER.—If you take the year before you will find the same thing happens, and if you look at the Royal Commission Report, paragraph 59, they say:—

'There are also intricate questions connected with the actual method by which the Canadian refiners carry on their trade. For example, it is represented to us that it suits them to buy more or less from hand to mouth, and not to buy in advance, which produces elements of complication and difficulty, which it is not easy for an outsider to understand and appreciate.'

Mr. WHITE.—There may be some question in connection with the calendar and the fiscal year.

Mr. MCDOUGALD.—The quantity refined would have to be ascertained, and that is ascertained under sworn returns

Mr. WHITE.—I am quite satisfied that either there is a mistake in the figures as printed or there is a misunderstanding as to the difference between the fiscal and the calendar year. I think there is no doubt at all that it is strictly limited to the twenty per cent on the amount they refine.

Mr. MCDOUGALD.—That is correct.

Mr. CHANDLER.—I would like to know what are the regulations of the Minister of Customs mentioned in 135*c*.

Mr. FOSTER.—The whole point is that you want to be sure whether or not a greater proportion is imported, than should be imported, from the non-preferential countries.

Mr. CHANDLER.—Yes, I want to know whether your regulations are sufficiently strict to ensure not more than the one-fifth comes in, or whether these regulations allow more than that proportion to come in.

Mr. FOSTER.—That is a point which Mr. McDougald and his officers might go over and make a thorough analysis and explanation. I think it will be found that our Customs is pretty strict when there is a question of duty involved.

Mr. MCDOUGALD.—The imports are only taken at three ports, namely, Montreal, Halifax and Vancouver. The production of the refiner has to be sworn to before the collector admits anything at the port. He checks up the one-fifth against it.

Mr. CHANDLER.—He takes the affidavit of the refiner?

Mr. MCDOUGALD.—The affidavit of the principal officer of the refinery, and these are kept on record at the port.

Dr. REID.—Meantime we will take it for granted it is all right, and we will have fuller explanations.

Mr. FOSTER.—Are there any other questions with reference to these figures that you need an explanation of?

Mr. CHANDLER.—That was the only point that occurred to me in reading the figures over, and I did not quite understand them.

DRAFT AGREEMENT.

'1. On all dutiable goods, enumerated in Schedule A, being the produce or manufacture of Canada, imported into the Colony of the duties of customs shall not at any time be more than four-fifths of the duties imposed in the colony on similar goods when imported from any foreign country; provided that on flour the preference in favour of Canada shall not at any time be less than 12 cents per 100 lbs.'

Mr. CAMERON (St. Lucia).—With regard to the first paragraph of this draft agreement, I gathered from consultation with my colleagues since we have been together, that it represents generally an acceptable condition to the West Indies, with regard to the twenty per cent preference on such Canadian goods as may be specified in the schedule that is agreed upon. Then, with regard to the minimum preference on flour, I think, so far as I am aware, there is no administration that has any point to raise on that. If they have, I have not heard of it. I gather that that clause meets with general acceptance, subject to anything that the representatives may have to say here to-day.

Mr. CHANDLER (Barbados).—The Canadian flour package, in common with the United States package, is 196 lbs. to the barrel, and perhaps it would be more convenient to make it a shilling a barrel.

Mr. WHITE.—That is what is intended; a shilling a barrel.

Mr. CHANDLER.—One hundred and ninety-six pounds is recognized as a barrel of flour.

Mr. WHITE.—It practically amounts to the same thing, 24 cents on 196 lbs.

Mr. REID (British Guiana).—The legislature will probably make it one-quarter of a dollar.

Mr. WHITE.—With regard to that particular section, I suppose there is no doubt it is not applicable to free goods. If you have any free goods on your list, this would apply only to dutiable. Canada would be in the same position, I suppose, as any other country with regard to free goods.

Mr. CHANDLER.—That is right.

Mr. WHITE.—Except with regard to flour, it would mean that there would be a difference.

Mr. CHANDLER.—There must be a duty on flour.

Mr. WHITE.—In other words, where foreign countries are concerned, you cannot have any free flour.

Mr. CHANDLER.—We must put 24 cents per barrel at least on flour.

Mr. FOSTER.—Would it be agreeable to make that read 25 cents per barrel?

Mr. CHANDLER.—We had better leave it 24 cents; we work in pounds, shillings and pence. We in Barbados could make it 24 cents per barrel of 196 lbs.

Mr. WHITE.—If it is more convenient to you, it may be left as it is; the difference is very slight.

Mr. CHANDLER.—It does not matter at all; each customs department can work it out.

Dr. REID.—Does this four-fifths mean four-fifths of the lowest duty on any foreign country, even though it be one with which you have a preferential arrangement or may hereafter make a preferential arrangement?

Mr. CHANDLER.—Your goods mentioned in Schedule A would come in at four-fifths of whatever the lowest duty is.

Mr. FOSTER.—In other words, you would give Canada twenty per cent of a preference?

Mr. CHANDLER.—Yes.

Mr. FOSTER.—And it would mean that on flour we would have at least one shilling a barrel?

Mr. CHANDLER.—Yes.

Mr. WHITE.—And it would mean that you could not have free flour from a foreign country?

Mr. CHANDLER.—Yes. With regard to the items on the free list, that would not apply to anything that happened to be on the free list of the West Indies, but I take it that we will discuss items on your free list. We have certain items on our free list, like agricultural machinery, and we are quite willing to consider any request that may be made for a duty on items in our free list. I suppose, in return, you will let us discuss the items on your free list.

Mr. FOSTER.—Oh, yes.

Mr. WHITE.—As I understand it, we are simply discussing the form of this draft agreement at present, and when we come to schedules A and B all the items will be open to discussion.

Mr. CHANDLER.—Very well.

Mr. GRIFFITH.—What is the exact definition of 'foreign country' in that agreement?

Mr. FOSTER.—Any country not belonging to the British Empire.

Mr. GRIFFITH.—And not necessarily a country not a party to this agreement.

Mr. WHITE.—I should think so.

Mr. GRIFFITH.—That question has been discussed throughout the West Indies. Many persons take it to mean a British colony not a party to this agreement.

Mr. FOSTER.—Oh, no.

Mr. ROXBURGH.—It means foreign in the political sense.

Mr. WHITE.—In the legal sense, we speak of a foreign country, and it might include a British country outside of Canada, but for the purposes of a tariff there is no question in my mind that foreign country would mean a non-British country, and that any colony in the British Empire would not be foreign so far as we are concerned.

Mr. ROXBURGH.—That is our understanding of it.

Mr. FOSTER.—Do we consider that we have practically agreed on the terms of section 1 of the draft agreement.

Mr. WHITE.—It is understood that section 1 is agreed to.

Mr. FOSTER.—Perhaps it would be well if we would take up Schedule A now.

Mr. WHITE.—There is no objection to that, and we can hear any objections that may be made to any of these articles. Any that are agreed upon may be checked off, leaving only those to which there may be objection to be considered later. Then we can narrow down the list to all these questions to which objections may be taken on either side.

Mr. GRIFFITH.—Quite so.

Mr. WHITE.—We can take Schedule A and go through it and see which are agreed to and which are not.

'SCHEDULE A.

'*Schedule of Canadian goods to enjoy the benefits of the Customs Preferential Tariff when imported into the Colonies.*

'Fish, canned.'

Mr. FOSTER.—Is there any dissent to that.

No dissent.

'Fish, dry, salted or smoked.'

Mr. CHANDLER.—With regard to that item, every ounce of it comes to us from Canada, and it is a very serious matter for us if we lose revenue on it. We collect the duty purely for revenue purposes, and our revenue is largely dependent on that. Inasmuch as there is no competition with Canada in that item, we determined to raise the question as to whether anything would be gained by leaving it in this list. If you strike it out we would continue to get your fish from you and we would also continue to get our revenue.

Mr. WHITE.—As you practically do not import from other countries, your point is that the same amount of fish would come in.

Mr. CHANDLER.—Yes, and we would lose one-fifth of our revenue from fish by putting it on the preferential list.

Mr. WHITE.—Then we might give our attention to that. You say you receive none of this fish from other countries.

Mr. CHANDLER.—Our foodstuffs are pretty heavily taxed as it is, and we want to avoid putting anything more on the necessaries of life. If it is all the same to you we would rather leave the duty where it is than lose 20 per cent of our revenue on fish.

Mr. WHITE.—That can stand in the meantime, and you can prepare a statement showing how much revenue you derive from fish and the proportion you receive from other countries, and we can consider that later.

Mr. FOSTER.—There is a question for us to consider in connecton with that. The Canadian fishing industry is a very important one, and it would feel very much slighted if it were not included.

Mr. WALCOTT (Trinidad).—The fish dealers in Canada have in each case stated that they have no opposition in fish whatever, and that a preference on fish would be no benefit to them. That is the evidence taken at Halifax, St. John and other fishing centres. The increase of the duty on fish in the West Indies would have the effect of reducing the consumption, and the idea of the delegates was, that rather than increase the duty and run the chance of decreasing the consumption, it would be much better to omit fish altogether, especially in view of the evidence given in Canada that the fish dealers do not require a preference.

Mr. WHITE.—I would like to see the reference to that evidence, so that we may consider it. You believe that if you raised the tariff on fish you would shut off consumption.

Mr. WALCOTT.—Yes, and diminish our revenue.

Mr. REID (British Guiana).—Quite a quantity of this fish would be caught outside of the territorial waters of Canada and, therefore, strictly speaking, would not be fish, the produce of Canada, and I think it should be restricted to fish caught by Canadian fishermen in Canadian fishing vessels.

Mr. WHITE.—No matter where?

Mr. REID (British Guiana).—Yes.

Mr. WHITE.—Would that lead to any difficulties in the customs?

Mr. FOSTER.—That would cut out Newfoundland, which I suppose you do not want to do.

Mr. REID (British Guiana).—We would have to include fish caught by Newfoundland fishermen.

Mr. FOSTER.—A great deal of fish caught in Newfoundland waters comes to our ports and is marketed into your country from Halifax and other Canadian ports. It would be very difficult to keep a separate tab on that. We treat Newfoundland just the same as if she were Canada in this respect, and we suppose that the West Indies would probably do the same.

Mr. CAMERON.—If we were to give Canada a preference on fish would not Newfoundland fish be prejudiced in coming into the West Indies?

Mr. FOSTER.—Unless you gave Newfoundland a similar privilege.

Mr. CAMERON.—Yes, and unless that were agreed to by you. We are losing still more revenue on this head, and we cannot afford to lose that revenue if it is avoidable and if there is no substantial benefit to be gained by Canada. It is an extremely difficult matter to raise the revenue in some of these islands, especially on foodstuffs, where the cost of food is tolerably high at present.

Mr. FOSTER.—We will let that matter stand for the present. Large quantities of Newfoundland fish are sold in Halifax and resold to the West Indies.

Mr. CAMERON.—Yes, I see that is a large part of the trade.

Item allowed to stand.

'Fish, pickled.'

Agreed to.

'Meat, salted or cured.'

Agreed to.

'Meat, canned.'

Allowed to stand.

'Meat, fresh, and poultry (dead).'

Agreed to.

'Wheat flour.'

Agreed to.

'Indian meal.'

Mr. CHANDLER.—I do not know why that is included in the schedule, but there is no objection to it.

Mr. FOSTER.—Don't you use Indian meal?

Mr. CHANDLER.—Oh, yes, we use it in large quantities, but you have no Indian meal to sell us.

Mr. FOSTER.—We raise Indian corn.

Mr. CHANDLER.—You import a great deal.

Mr. FOSTER.—We import as well as grow. We have some counties in Ontario that are excellent maize-growing counties.

Agreed to.

'Rolled oats and oatmeal.'

Agreed to.

'Cereal foods.'

Mr. WHITE.—We make all sorts of breakfast foods. I suppose it would be difficult to specify them.

Agreed to.

'Bran.'

Mr. CHANDLER.—I would ask that the word 'pollard' be added to that. Pollard is a form of bran, and it is so called in the West Indies.

The word 'pollard' was added to 'bran,' so as to read:

'Bran, pollard.'

Agreed to.

'Biscuits, not sweetened.'

Mr. FOSTER.—Do you object to sweet biscuits; this is limited to 'not sweetened' biscuits?

Mr. CHANDLER.—I do not think we object to that.

Mr. CAMERON.—Would not the word 'biscuits' alone cover fancy biscuits?

Mr. FOSTER.—I should think so; it does with us.

Mr. WALCOTT.—We get nearly all our sweet biscuits from Great Britain, and our importation of sweet biscuits is quite large. The biscuits we get from Canada are crackers and biscuits non-sweetened.

Mr. FOSTER.—We might be able to give the home country a race for your markets in sweet biscuits.

Mr. WALCOTT.—Our importation of sweet biscuits is considerable from the United Kingdom.

Mr. FOSTER.—Do you object to adding 'sweet biscuits'?

Mr. CHANDLER.—I do not think we should object if you press us.

Mr. FOSTER.—Do you get any sweet biscuits from the United States?

Mr. CHANDLER.—Hardly any.

Mr. WALCOTT.—Quite a quantity of biscuits are made in the West Indies from Canadian flour.

Mr. WHITE.—As I understand it, there is a distinction in the tariff of the colonies between the duty on sweetened and non-sweetened biscuits, and I have no doubt that is the explanation of the wording. We can allow it to stand for the present. We would like, of course, to compete in your markets for that.

Item allowed to stand.

'Oats.'

Agreed to.

'Beans or peas, whole or split.'

Agreed to.

'Coal, bituminous.'

Mr. CHANDLER.—What is the meaning of 'bituminous'?

Mr. FOSTER.—We have bituminous and anthracite coal, which are quite different in their nature. In Canada we produce very little, if any, anthracite east of the Rocky mountains. The coal we export, or might export, is called 'bituminous coal.' We use anthracite in our houses because it has less smoke. Bituminous coal is used in factories and for all kinds of steam-producing purposes.

Dr. REID.—Have you a duty on coal going into the West Indies?

Mr. CHANDLER.—We have a half-crown duty on coal generally, and I do not think we get any from Canada at all.

Mr. REID (British Guiana).—We get a lot from the United States, and a great quantity of it is used on our coasting steamers.

Mr. FOSTER.—We would be very glad to get our coal into your markets.

Mr. CAMERON.—There is a lot of coal coming into St. Lucia, but it comes from the United States, and of course there is a great difference in the distance it has to be carried.

Mr. WHITE.—I think Nova Scotia would be greatly disturbed if we took that item out.

Mr. WALCOTT.—Very large quantities come from Norfolk, Virginia.

Mr. WHITE.—What is it used for by you?

Mr. WALCOTT.—Bunker coal.

Mr. WHITE.—Then it is bituminous coal.

Mr. WALCOTT.—There is a very large importation of it. In the majority of the colonies it is free, but in some of the colonies there is a duty on it.

Mr. CAMERON.—There is a duty of sixpence per ton with us.

Mr. WALCOTT.—To introduce the trade it would only be necessary for one of the importers to send to Canada and get a special shipment and get his preference.

Mr. WHITE.—I suppose it will depend to some extent upon the cost of freight.

Mr. CAMERON.—All the coal we import in St. Lucia comes from the United States.

Mr. WHITE.—We must consider that question of bituminous coal, because we must have regard to the maritime provinces, which are very largely interested in it.

Dr. REID.—The coal could go from Sydney direct to the West Indies, and I should think the freight rate would not be large.

Item allowed to stand.

'Butter.'

Agreed to.

'Cheese.'

Agreed to.

'Hay.'

Agreed to.

'Horses, cows, oxen, bulls, sheep, swine, and poultry (living).'

Agreed to.

'Brooms and brushes.'

Agreed to.

'Boots, shoes and slippers.'

Mr. CHANDLER.—Practically all of our boots, shoes and slippers come from the United Kingdom now, and I doubt if there is a boot that comes from Canada. There again, it would be very hard for us to get a revenue. I do not know that Canada is prepared to compete with the mother country in any of these articles. Leaving the item in will not give the Canadian producer an advantage over the old country.

Mr. WHITE.—You say that this forms a substantial part of your revenue. You might prepare for us a statement of your importations and whence they come to you, and the amount of revenue you would be likely to lose.

Item allowed to stand.

'Cordage.'

Agreed to.

'Agricultural machinery and implements of all kinds.'

Mr. WALCOTT.—In the majority of the colonies these articles are free.

Mr. AUCHINLECK (Antigua).—In the Leeward Islands agricultural machinery is free, but agricultural implements are not free. It is not supposed that this will affect our free goods, but there is a tariff distinction between machinery and implements.

Mr. WHITE.—You do not understand there is anything in this, except in the case of flour, that would prevent you putting any article on the free list. Suppose we enter into this agreement with regard to the different items we have mentioned, is there anything to prevent you, outside of flour, puttting any article on the free list?

Mr. REID (British Guiana).—No.

Mr. WHITE.—It is perfect freedom in the way of tariff.

Mr. CAMERON.—There is no objection to letting this on the free list.

Agreed to.

'Iron and steel nails, spikes, rivets and clinches.'

Agreed to.

'Wire (including barbed wire), woven wire fences, fencing, and metal gates.'

Agreed to.

'Machinery (including motor and other engines), steam boilers, electric machinery and electric dental appliances of all kinds.'

Agreed to.

'Vehicles, including automobiles and motor cars.'

Agreed to.

'Manufactures of india rubber.'

Mr. REID (British Guiana).—Will that mean goods made entirely from india rubber or composite goods. There are certain goods which contain only a proportion of rubber.

Mr. FOSTER.—I suppose there is hardly anything made from pure rubber. This would apply to what is generally known as india rubber goods, rubber boots, rubber coats, rubber tires and so on.

Mr. MCDOUGALD.—It applies to articles of which the component material of chief value is rubber.

Mr. FOSTER.—I suppose it depends on your customs nomenclature, as to whether they are india rubber goods or not. As a matter of fact, I suppose your interpretation as to what it includes would be about the same as ours.

Mr. CAMERON.—It is only the larger colonies that import a good deal of that.

Item agreed to.

'Paints, colours and varnishes.'

Agreed to.

'Paper of all kinds, and manufactures of paper.'

Agreed to.

'Vegetables of all kinds, including potatoes, onions, and canned vegetables.'

Mr. REID (British Guiana).—Some of those are on the free list with us.

Agreed to.

'Soap.'

Mr. CAMERON.—That is a serious item

Mr. FOSTER.—Why?

Mr. WALCOTT.—On the point of revenue. The total import of soap into Trinidad amounts to 3,500,000 lbs., valued at thirty-two thousand pounds sterling. The majority of that soap comes from the United Kingdom. The soap used in the West Indies is what is called blue mottled soap, and they have apparently not been able to produce it in either the United States or Canada, so that it all comes from the United Kingdom. Our importation of soaps from other countries includes small quantities of perfumed soaps. Our loss of revenue on the importations from the United Kingdom would amount to a considerable sum.

Mr. FOSTER.—What do the duties you get from soap amount to?

Mr. WALCOTT.—Last year they amounted to £3,600.

Mr. CAMERON.—In St. Lucia the duty on soap last year amounted to £369 sterling, and twenty per cent would be £75 sterling.

Item allowed to stand.

'House, office, cabinet or store furniture of wood, iron or other material; coffins, caskets, casket robes, and linings and casket hardware.'

Agreed to.

'Planks, boards, deals, joists, scantling, shingles, shooks, staves and heading.'

Mr. CHANDLER.—There are certain classes of planks, &c., all of which we must get from Canada, but there are other classes of lumber which would be covered by this generic term, and which we do not get from Canada. We get pitch pine from the southern States and you cannot produce it in Canada. We have to-day only to do with articles which we get from Canada, and all of a certain kind of lumber must come from Canada. This is an item which as to duty is a big item with us and is in the same category as fish. White pine and spruce and all the Canadian class of lumber must come from Canada, and it cannot come from anywhere else. It only means a loss of revenue to us to leave this in; it is in the same category as fish.

Dr. REID.—When it comes from the United States you charge full duty.

Mr. CHANDLER.—This item covers all kinds of lumber, and one-half of it comes from the United States and we will continue to get that there, because you cannot send that kind of lumber from Canada. On the other half of our importation, which is composed of Canadian lumber, it means that we are losing five shillings per thousand feet.

Mr. ROXBURGH.—And by leaving this in you gain nothing, and we lose a great deal.

Mr. WHITE.—Would reduction in the duty mean increased consumption?

Mr. CHANDLER.—No.

Item allowed to stand.

'Doors, sashes and blinds.'

Agreed to.

'Pianos and organs.'

Agreed to.

'Starch.'

Mr. WALCOTT.—From what is starch made in Canada?

Dr. REID.—It is made from corn, but I do not think you get any from Canada. I think all your starch comes from the United Kingdom.

Mr. GRIFFITH.—In connection with starch, I should like to raise a point in reference to cassava and arrowroot when the proper time comes.

Starch agreed to.

'Trunks, valises, travelling and tool bags, and baskets of all kinds.'

Agreed to.

'Cement.'

Mr. CAMERON.—At present we get very little cement from Canada. It all comes from the United Kingdom.

Mr. GRIFFITH.—There is a lot of Belgium cement.

Mr. CAMERON.—There is, yes.

Mr. REID.—There is not a barrel comes from Canada.

Mr. CAMERON.—None, whatever.

Mr. FOSTER.—We are now manufacturing a great deal of cement in Canada, but of course we have a very large home consumption for it.

Item allowed to stand.

'Glass bottles, lamps, lamp chimneys, and table glassware.'

Agreed to.

'Nickel-plated, gilt, or electro-plated ware.'

Agreed to.

'Calcium carbide.'

Agreed to.

Mr. FOSTER.—That leaves us to deal with fish, coal, boots, shoes and slippers, soap, planks, boards, &c., and biscuits, sweetened. If the gentlemen from the West Indies will prepare their memoranda in reference to these as soon as they possibly can, we will discuss them further.

Discussion on the draft agreement was resumed.

'2. On all dutiable goods enumerated in Schedule B, being the produce or manufacture of the Colony of imported into the Dominion of Canada, the duties of customs shall not at any time be more than four-fifths of the duties imposed on similar goods when imported from any foreign country; provided that on raw sugar not above No. 16 Dutch standard in colour, and molasses testing over 56 degrees and not over 75 degrees by the polariscope, the preference in favour of the colony shall not at any time be less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees the preference shall not be less than ½ cent per 100 lbs.'

Mr. FOSTER.—That, I suppose, works out to fifteen cents for 96 test sugar on the polarization.

Mr. CHANDLER.—Muscavado has twenty-seven and a half cents preference now, and 96 test gets a preference of thirty-one cents. The minimum under this convention would be eleven and a half cents and fifteen cents, respectively.

Mr. WHITE.—As I understand, there was a controversy as to who receives the benefit of the preference, and I suppose that controversy still rages. It seems a difficult question to determine. Our refiners contend most strenuously that the growers obtain the entire benefit of the preference, whether it is thirty-one or fifteen. On the other hand, the growers may have a different story to tell. I suppose the truth lies between these two statements, that the planters at times do take the entire preference and at times our people receive the benefit.

Mr. CHANDLER.—I think that is right.

Mr. WHITE.—I think the commission found that the growers would take from one-third to one-half, and they apparently had that in mind when they arrived at this conclusion that this would be the minimum preference with regard to raw sugar. Is that what you understand, Mr. Chandler?

Mr. CHANDLER.—I think we know more about this now than we did at the time of the report of the Royal Commission. If you look at paragraph 56 of the report of the Royal Commission, you will find it reads:—

> '56. An interesting fact to be learned from the tables placed before us, of which that forming Appendix VIII to the evidence taken in Canada may serve as a specimen, is that the difference between Canadian and New York prices varies from nothing to more than the total preference, apparently reaching its highest when the Cuban crop is in New York, and sugar is consequently plentiful, and its lowest when, with the disposal of that crop, sugar becomes relatively scarce.'

If you look at Table VIII, that is the table submitted by Mr. Harris, you will notice that in the months the Cuban crop comes into New York, January until July, the United States sugar trusts put their feet on the neck of the Cuban planter, and as a rule depress the sugar, and the price of sugar in New York is considerably less than the world's price in Hamburg. I don't know why it is, but the commissioners point to it as an interesting fact. During the time the Cuban sugar is coming in, the New York refiner is depressing Cuban sugar as much as he can, making it below the world's price, and then we get in sales to Canada the preference, or some of it. 'At other times we do not get it. That leads up to a fact which corroborates these figures: In 1910 when the Cuban crop was comparatively short and the beet crop was a big crop, the New York sugar trusts could not put their feet on the neck of the Cuban planter that year, because they wanted the Cuban sugar and there was then little difference between the European price and the price in New York. That year the refiners of Canada got all the preference; there was a big beet crop and a comparatively small Cuban crop, and the Canadian refineries got it all. This year, before I left Barbados we were getting all the preference, or some of it anyway, because there was a short beet crop in Europe and a big crop in the western hemisphere. The preference on Cuban sugar in the United States is only thirty-four cents per 100 lbs. 96 test, but the United States refiners depreciated the New York price below Hamburg prices until it was seventy-two cents, and, funny to say, we were getting the preference. Mr. Collymore tells me that this year we are not only getting the preference but more than the preference. Therefore, as to who is to get the preference and who is not would seem to me to depend upon world-wide forces.

Mr. WHITE.—I do not believe it is possible to arrive at any definite conclusion with regard to that.

Mr. CHANDLER.—It looks to me as if whenever Europe has an enormous beet crop, and the crop on this side of the Atlantic is comparatively small, that the refiners got the preference, and when Europe has a short beet crop, like this year, and Cuba expects to make 1,800,000 tons, it looks as if we got the preference. It will depend upon the action of the sugar trust in New York as to who gets the preference. I am

not sufficient of an expert to explain it, but our experience since the Royal Commission has reported is in accordance with the facts which are set forth in that table, if you should study it. It seems to me to be a waste of time to talk about whether the refiner or the West Indian grower is to get the preference.

Mr. WHITE.—I have looked into the question to some extent, and I have come to the conclusion that it is impossible to determine who gets the preference. One or the other seems to get it occasionally, but it is impossible to tell what time they would get it and to what extent. It is a very confusing and a very difficult question to determine. If you gentlemen are able to elucidate it, I should be very grateful. Our refiners here contend that the Canadian refiners are going to consume much more than you people can possibly produce. Let us assume that for the moment. Now, if that is so, if we are going to require very much more raw sugar than you can produce, why would you not be able to take the entire benefit of the preference, because our refiners have to pay, if they bring in foreign sugar, the yellows rate whatever it may be, and they have to pay the duty—I think it is eighty-three cents on foreign sugar. They pay fifty-two and a half cents upon the sugar that comes from the West Indies. That is the preference. Now, if our demand was greatly in excess of the supply which you could furnish us, why would not your planters be able to take whatever benefit the preference might confer on them? It seems to me it would be so. I may be wrong, but that is my opinion at present. It is very complicated and technical, of course, but it seems to me that arguing on that general ground you are more apt to reach a proper conclusion than you would in any other way. The intention of the preference was that the public should get some little advantage from it, but it would seem to me that if your supply was not at all likely to meet our demand that your planters are going to get the benefit of the preference, and if that is so, unless we reduce our general tariff upon foreign raw sugar, the refiners here are going to ask us to give them an adjustment of tariff with regard to the refining, because they would feel they would lose some advantage as compared with their present arrangement. These are some of the difficulties I encountered in looking into the matter, in a somewhat superficial way, I confess.

Mr. FOSTER.—I have made a careful study of that report, and I have heard both sides to the limit, and have used all the judgment I have, and I am entirely in the air with reference to two things: one, that you could control this by any standard market.

Mr. WHITE.—I agree with you.

Mr. FOSTER.—It is like atmospheric disturbance above us and around us; the atmospheric currents are disposed of by influences we do not know anything about and cannot control, and so with reference to this preference. That is the one side of it. The other thing is, that the question as to who gets the preference has to be fought out between producers on one side and consumers on the other side, both of them in the midst of all these varying and fluctuating influences of trade, and of demand and supply. I think we would dispose of our time to poor advantage if we were to enter into a discussion with reference to either of these with the idea of settling them.

Mr. WHITE.—We cannot settle them, because I think the causes are world-wide, and there is not much chance for useful discussion about it. However, I do not understand that our friends from the West Indies are raising any objection on this point, and so far as the form of the clause goes, I do not know that there is any objection on our part.

Mr. FOSTER.—We have no objection.

Mr. CHANDLER.—I want to have a discussion with regard to the latter part of that clause, which is most important to us.

Mr. WHITE.—You mean as to what?

Mr. CHANDLER.—As to the amount of preference; the fifteen cents and the eleven and a half cents in place of thirty-one and twenty-seven and a half.

Mr. WHITE.—The difficulty is that if this agreement goes into effect it will mean that the privilege our refiners now have of importing twenty per cent of foreign raw sugar will be taken away from them.

Mr. FOSTER.—Not necessarily by this clause.

Mr. WHITE.—Would it not; where is the saving clause?

Dr. REID.—Our twenty per cent is in the tariff.

Mr. REID (British Guiana).—Foreign sugar can be imported under the general rate of duty at present in your tariff.

Mr. WHITE.—If this clause stood as it is, would it permit of the present regulation as to refiners importing at preferential rates twenty per cent of their output of foreign grown sugar; would that privilege be consistent with this section?

Mr. FOSTER.—Not more than four-fifths.

Dr. REID.—Do you mean if it went into existence in the present tariff?

Mr. WHITE.—Yes.

DR. REID.—If it went in, with the present tariff it would give them four-fifths on the whole importation.

Mr. REID (British Guiana).—As I read it, assuming they purchased all the sugar for one year from the British West Indies, under this they would pay four-fifths, at the preferential rate, and then under item 135*c* they would have one-fifth at fifteen cents lower than the general rate.

Dr. REID.—I think that tariff could be read either way, but so far as I am concerned it looks to me as if though they imported all their sugar from the West Indies they would get it in here at four-fifths; fifty-two cents; the whole lot would come in under that.

Mr. WHITE.—That is, as the tariff stands to-day. Is there anything in this that would prevent us from abrogating that twenty per cent arrangement and then, we will say, allowing the present preferential rate to stand subject to this clause. That is to say: the general rate would be twenty-five per cent in excess of the preferential rate and not less than fifteen cents of difference between the two.

Dr. REID.—As our general tariff stands now, we have with any foreign country a tariff of eighty-three and fifty-two, and this article says that the duty shall not at any time be more than four-fifths of the duties imposed on similar goods imported from any foreign country.

Mr. WHITE.—If that clause stood it would mean four-fifths of the fifty-two; there does not seem to be any doubt about that.

Mr. REID (British Guiana).—And, therefore, the present preference would be further reduced by fifteen cents.

Mr. WHITE.—I think there is not the slightest doubt of that unless before this came into effect we made another change. As it stands to-day, your rate is twenty per cent on fifty-two.

Mr. FOSTER.—Whatever our foreign duty is, the West India products would come in at twenty per cent less.

Mr. CHANDLER.—Which makes clause 135*c* an absurdity. Suppose you leave 135*c* there, we come in for the whole of our goods at fifteen cents per 100 lbs. less than the most favoured foreign sugar. The foreign rates are eighty-three and a half and fifty-two, but if this becomes effective, we will say, if it were foreign sugar you would charge fifty-two. We insist, therefore, on a generous interpretation. If the refiner is going to import one-fifth under 135*c* he could pass his warrant as soon as he melted a certain quantity for thirty-seven and a half cents; if he got his one-fifth from us he would not pay fifty-two. As a matter of fact, under the refiners' benefit clause which you put into the tariff with the object of his getting foreign sugar, it would mean that he would come to the West Indies for his one-fifth at thirty-seven and a half cents.

Mr. FOSTER.—Then, I suppose your planters would salt him.

Mr. CHANDLER.—The best way is to strike out 135*c*.

Mr. FOSTER.—I think that is what you have in your mind.

Mr. WHITE.—That would be for our consideration. Would there be any disadvantage in what you suggest: how would there be a disadvantage in the thirty-seven and a half cents?

Mr. Reid (British Guiana).—We would never know when we are selling sugar to the refiner in Canada, whether he is buying with the advantage of thirty-one cents or fifteen cents preference.

Dr. Reid.—He would have thirty-one and fifteen more, or forty-six cents.

Mr. Reid (British Guiana).—Against the general foreign rate, but under the foreign preference, with 135c he would only have fifteen cents. On the other hand, the refiner might, when there was plenty of cheap sugar offered, go into the open market as he does now and buy his supply. Sometimes when we have a cargo in Demerara he says to us: I have a cargo offering in San Domingo at a certain price, and if you don't take that price I will buy there. We do not, of course, know when this is a real cargo or an imaginary cargo. From the producers' point of view, we very much prefer that this preference, which is to be given under clause 2 of the draft agreement, should be exclusively confined to British products, and that foreign sugar should only come in under one general rate of duty. Since this amendment to the tariff in April, 1909, the value of the preference has been reduced fifty or sixty per cent. Formerly it worked out that the producers got about twelve and a half cents per hundred pounds in Demerara, and now they reckon that they get from three cents to seven cents on the average.

Mr. White.—Your idea is that if this particular clause of our tariff were repealed that then your producers would receive a larger amount of the preference. I think they would get the whole of it, myself, especially having regard to the future, because the demand would be very much greater than the supply.

Mr. Reid (British Guiana).—Yes, but at the same time the areas under sugar cultivation in British Guiana and the West Indies would naturally largely increase, with an assured market in Canada. Then the Panama canal will be open in a few years, and that would have the effect of allowing sugars from the Fijis and the Mauritius to come to the Atlantic side, which they cannot do now because of the high freight rates.

Mr. White.—Suppose this one-fifth clause were repealed, the position would then be that the preference might remain at fifty-two and a half, the present rate, and the general rate be brought down to sixty-seven and a half or something like that. Or, on the other hand, the general might be maintained at eighty-three and the preference made less by fifteen.

Dr. Reid.—The great difficulty is that if the refiners have to go to foreign countries and pay the whole amount of the duty, is not that going to increase the price in the West Indies, so that the refiner would have no protection at all?

Mr. White.—Yes, but not more than fifteen cents. I have no doubt in my mind that the effect of this safeguard so far as our refiner is concerned, would be that he could go on the markets of the world if this clause were abrogated and buy. Then, the West Indian people would be able to take the fifteen cents. I think if there was a reduction from eighty-three to sixty-seven he would be to that extent in a better position than now. Our refiners can get most of their material now from the British West Indies.

Mr. Chandler.—That raises another question. Assuming that this clause stands as it is now, it says: that the duty shall not at any time be more than four-fifths of the duty imposed on similar goods when imported from any foreign country. Surely, as long as your tariff 135c stands as it is you would not deprive us, because we come here to make a treaty with you, of the thirty-one cents present preference and charge us sixty-six and four-fifths cents instead of fifty-two cents per 100 lbs. As long as your present tariff stands we are not going to give up thirty-one cents to get fifteen cents.

Mr. White.—This clause would have to be a part of our agreement, and if we decided to make our tariff conform to that clause there should be a difference of fifteen cents.

Mr. Chandler.—Suppose we adopted the draft agreement and it was made to become law in the West Indies and Canada, you certainly would still, as long as your present tariff remains, grant us the thirty-one cents preference.

Mr. WHITE.—It would be open to us to change that tariff as long as we conformed to that agreement.

Mr. FOSTER.—We do not now propose anything of that kind.

Mr. WHITE.—This would have no bearing upon our present tariff.

Mr. CHANDLER.—Until you changed your tariff.

Mr. WHITE.—It would be open to us to change it, as long as we did not infringe on this agreement. If we abrogate this preference with regard to the twenty per cent which our sugar refiners have they would tell us they would have to receive some consideration, because they claim now that you get all the preference, and you would get it all the more if that twenty per cent clause be stricken out.

Mr. REID (British Guiana).—That has not been the experience of the West Indian planters.

Mr. WHITE.—If the twenty per cent should go by the board, our men are less likely to get the advantage of the preference.

Mr. FOSTER.—I should think that whatever the preference is, it will go one way or the other and they will probably divide it in the end.

Mr. REID (British Guiana).—We have to sell our sugar when the season is at its height in Demerara, and it is then that the refiners get liberal supplies and the price is depressed.

Mr. FOSTER.—I suppose a great deal will depend upon the circumstances; the sugar producer may have to sell sometimes when he does not want to, because his bills have to be paid or for some other reason.

Mr. REID (British Guiana).—Exactly.

Mr. CHANDLER.—It is just the same as with the Cuban crop in the United States. All of our crop is sold in five months; we have no means of storage; the whole of it is poured into Canada at the same season of the year and the price is depressed.

Mr. REID (British Guiana).—It is only when short of supplies that the refiner goes into the open market.

Mr. FOSTER.—Just as the planter would do if he were a buyer.

Mr. REID (British Guiana).—Exactly.

Mr. CHANDLER.—The object we have in view on both sides is to have such a preference as will turn the trade of the two countries without fail to each other. The question is: will fifteen cents preference for 96 test and eleven and a half cents preference for 89 test be sufficient to ensure the trade between the two countries. The present preference of thirty-one cents and twenty-seven and a half cents has, by experience, proved to be sufficient to divert the trade from other countries, and to bind the trade of Canada and the West Indies together. But you do not want to put the preference so low that every now and then occasions will arise when the West Indian sugar will go somewhere else. If you have a preference of eleven and a half cents on 100 lbs. of sugar, assuming each side is getting one-half, circumstances will inevitably arise when the five and three-quarters cents for each would not bring about the bargain. The fact that you may have a steamer ready to take the sugar elsewhere, the fact that you have not storage accommodation to await a freight to Canada, the fact that you are losing interest, and that against that you have only five and three-quarter cents to seller and the same to purchaser, would not be sufficient to ensure that West Indian sugar coming to Canada. Don't let us waste our time in putting the preference at such a low figure that according to the fluctuations of trade the trade will get diverted. In regard to these figures, Mr. White asked where did they get the four and a half cents from, and in reading the report of the Royal Commissioners, it appears that one of the witnesses in discussing the question generally, without any authorization on the part of anybody concerned in the output of the sugar, thought this idea worked out about fifteen cents for 96 sugar and that this preference was enough. The question was never properly considered, as to whether that would be sufficient inducement to bind the trade of the two countries together, and what I want to try to impress on the conference is that we must carefully consider the amount of

preference which is necessary to give effect to this convention. To my mind, I do not think that fifteen instead of thirty-one, and eleven and a half instead of twenty-seven, would be sufficient to ensure that the West India planter and the Canadian refiner will at all times come together with regard to bargain and sale.

Mr. FOSTER.—That is a very important question and one worthy of consideration. I have talked the matter out with a number of the planters, and I have gone over very carefully the evidence that was given. The planters, some of them at least, say that if they could get a preference of five cents it is absolutely sure to direct the trade. Of course, I do not mean to say that I have interviewed all the planters. The idea, at the time the preference was given, was not to help either planters or refiners. The idea was to get the West Indies and ourselves closer together on interchange of products. But we do have planters and we do have refiners, and we find that they are important factors in this whole arrangement. It is quite true that we must very seriously consider that point. The whole thing will come down to this, that if we pass this clause, if our tariff remains afterwards as it is, you will get twenty per cent reduction on the lowest duty paid by any foreign sugar that comes to this country. That will be about what it amounts to.

Mr. WHITE.—But not less than fifteen cents.

Mr. FOSTER.—It will mean that if we change our legislation and do away with the extension of the preferential section into the non-preferential market, for one-fifth, that you will get a straight twenty per cent reduction upon our general duty. The question as to how we will do away with that one-fifth extension is a matter that, while it concerns you, must be dealt with by ourselves.

Mr. CHANDLER.—Quite so.

Dr. REID.—Do I understand that if we do away with the twenty per cent clause the sugar would have to be imported as it is now at fifty-two cents?

Mr. FOSTER.—No, the rate against foreign countries for raw sugar is eighty-three and a half cents. They will get twenty per cent on that.

Dr. REID.—That will be sixty-six instead of fifty-two as at present.

Mr. FOSTER.—If that became operative here, they would enter it at twenty per cent less than eighty-three and a half cents.

Dr. REID.—Or, they could enter it at fifty-two, the lowest rate.

Mr. WHITE.—As the tariff stands now, with the twenty per cent clause in, if we made any changes in that tariff and entered into this agreement including this particular section, the position would be that sugar from the British West Indies would be entered at twenty per cent less than fifty-two, and five points added to that again to make the fifteen, that is to say your rate would be thirty-seven and a half. But, if we change our tariff law as we might, then the whole question is,—that what you would have to do is to conform to this preference clause. We might do it in two ways: we might say we will let the foreign rate of eighty-three cents stand, and we will take off fifteen cents or one-fifth, as the case may be, and make your rate sixty-seven or sixty-eight, or we might say we will let you in at fifty-two and reduce the rate to sixty-seven.

Mr. CHANDLER.—And do away with 135*c*.

Mr. WHITE.—Exactly. Is that the position?

Mr. CHANDLER.—That is the position.

Mr. FOSTER.—You would get at it easier by taking the refiners twenty per cent idea off entirely.

Mr. CHANDLER.—That is it.

Dr. REID.—There is a British preferential tariff of fifty-two. This agreement says that the duties of customs shall not, at any time, be more than four-fifths of the duties imposed on similar goods when imported from any foreign country. Our foreign rate is eighty-three, and four-fifths of eighty-three is sixty-seven. A man comes in and he says: it does not say it will be that; it says it must not be more than that, and I am going to enter at fifty-two. They will come under the preferential traiff at fifty-two

Mr. WHITE.—The way to meet that would be to let the British preferential rate and the West India rate stand at fifty-two and reduce the general, making it fifteen above fifty-two, or sixty-seven.

Dr. REID.—It would be all right if you did that.

Mr. CHANDLER.—And strike out 135*c*.

Mr. WHITE.—Yes, but of course these are only suggestions.

Mr. CHANDLER.—That is what we want.

Mr. WHITE.—If we leave the general at eighty-three, then, so far as the four-fifths is concerned, it would be of no effect, because you would still be entitled to come in under the fifty-two. The way to meet that, if we so desired, would be to reduce the eighty-three to sixty-eight and give you the fifteen cents over the fifty-two.

Dr. REID.—That would only give them fifteen cents preference.

Mr. WHITE.—That is all it says; it says it shall never be less than fifteen cents.

Dr. REID.—And you would not have the thirty-one.

Mr. WHITE.—The thirty-one would be gone, so far as they are concerned.

Mr. REID (British Guiana).—The laws of supply and demand would have fair play then.

Dr. REID.—Mr. Chandler wants it brought down to thirty-one.

Mr. CHANDLER.—That is only on the general question. What Mr. White has suggested would be perfectly satisfactory to us, the refiners one-fifth concession being repealed.

Mr. WHITE.—That may be, but I do not know that it is entirely satisfactory to myself; I would want to think it over.

Mr. FOSTER.—We do not want you to go away with the idea that we will reduce the duty, but we will always preserve your relative position; you shall not have less than fifteen cents.

Mr. CHANDLER.—We are to understand that the amount is not fixed yet.

Mr. FOSTER.—I am going on the assumption that if such were the case, you would never have less than the fixed minimum.

Mr. WHITE.—If we leave the eighty-three stand, it seems to me, having regard to the objection raised by Dr. Reid, that what we would be obliged to do would be to place this rate at say sixty-seven, if that would comply with this clause, and raise the British preferential rate at the same time.

Mr. CHANDLER.—If that were done, then the result of our coming up here would be to put us in a worse position than we are in now. The eighty-three and a half standard would remain, and we would go up to sixty-seven.

Mr. WHITE.—There would be fifteen cents difference between you and the foreign. In the other way, which I first suggested, and it is only a suggestion, it would be to reduce the eighty-three to sixty-seven, keep the British preference as it is, and the refiner would get a reduction on the raw sugar from eighty-three to sixty-seven. There, you get some benefit on the raw sugar. As to what we would do with regard to the duty on refined sugar, would be for us to say.

Mr. CAMERON.—It is understood that the twenty per cent would go under such an arrangement?

Mr. WHITE.—We would have to consider it; we do not make any definite statement.

Mr. REID (British Guiana).—My instructions on this question are very definite. I have been instructed not to sign the agreement if foreign sugar is allowed in under two rates of duty. We feel very strongly on that point.

Dr. REID.—You have now reference to the refiners' twenty per cent?

Mr. REID (British Guiana).—Yes, and the concession given to beet root refining.

Dr. REID.—You want 135*a* and 135*c* struck out?

Mr. REID (British Guiana).—Yes.

Mr. WHITE.—Your instructions are, Mr. Reid, that the twenty per cent clause be stricken out?

Mr. Reid (British Guiana).—135*a* and 135*c*, and that the preference rate shall exclusively apply to sugar from the British West Indies or British territory.

Mr. White.—You would be content with an arrangement whereby the fifty-two and a half cents would remain as the British preference and your preference under this, and that so far as foreign sugar importations are concerned the rate should be at least fifteen cents above that.

Mr. Reid (British Guiana).—Yes.

Mr. Chandler.—Provided these two items go.

Mr. Reid (British Guiana).—Yes.

Mr. Foster.—You would sign the agreement with the understanding that the existing obligation should go on to its end in the beet sugar business.

Mr. Reid (British Guiana).—Yes, to 1914.

Mr. Auchinleck (Antigua).—My instructions are to the same effect from Antigua.

Mr. Roxburgh.—It is the same with us also; it is a point on which we are all very strong. Although we are only small in St. Kitts and only export 20,000 tons per annum, we want to get rid of that particular item in the Canadian tariff.

Mr. White.—That is, that there would have to be a proviso introduced with regard to these two clauses.

Mr. Roxburgh.—Yes.

Mr. White.—The difficulty about that is in arriving at anything like a sound conclusion upon it. I have not been able from the findings before me to yet inform myself with regard to it. We are all just as anxious as you are that the trade between Canada and the West Indies should be promoted, and for various reasons, and I do not believe I will be able to come to a conclusion on it, different from that of the Royal Commission, on any sound ground during the time this conference would be limited to.

Mr. Chandler.—I candidly admit that I got no specific instructions on the point of insisting on the preference being more than that suggested. It naturally struck me that if you could make it fifteen cents for muscovado and twenty for crystals or something like that, it would keep the trade in the grooves in which it now is. We should be absolutely certain that we are not going to do anything now which is going to undo what has been done with the thirty-one and twenty-seven and a half cents, respectively.

Mr. Foster.—Our government would have to have as ample opportunity for investigating and hearing evidence as had the Royal Commission to come to any conclusion on that.

Mr. Chandler.—What did the Royal Commission go on?

Mr. Foster.—They went on the evidence, and I suppose all that which filtered into the minds of the commission by day after day and week after week studying the question and hearing about it and forming their opinion about it. They had a much better opportunity of coming to a conclusion on that than we can possibly have from a few days' consideration here. I would feel disposed myself to take the submission in that respect.

Mr. White.—Of course any representation on that subject could be taken into consideration by us, but for the purposes of this conference we should, I think, stand by the report of the commission.

Mr. Chandler.—Mr. Collymore informs me that the difference in freight now between New York and the Canadian market is nine cents per hundred pounds. Then, when you come to eleven and a half cents preference on muscovado that leaves only two and a half cents to bind the trade of the two countries, which is getting it down pretty close.

Mr. Foster.—Also, I think we may keep this in mind: that we propose to make the communication better between the Islands and Canada, and possibly we can stand better in the future with regard to freight rates than we have in the past.

Mr. REID (British Guiana).—In the memorandum of Lord Islington, at the end of the report, he suggested that the present Canadian preference on sugar should be continued.

The conference then took up the consideration of Schedule B. item by item.

'SCHEDULE B.

'Schedule of West Indian products which are to enjoy the benefit of the Customs Preferential Tariff when imported into Canada.

'Sugar, molasses, and syrups.'

Agreed to.

'Oranges, limes, lime-juice (crude), and grape fruit.'

Mr. PORTER (Dominica).—Does that include concentrated juice?

Mr. MCDOUGALD (Commissioner of Customs).—If it is not refined.

Mr. PORTER.—This is an item upon which I am instructed to ask for an effective preference. As a matter of fact, lime-juice and lime products constitute about seventy per cent of our exports and lime-juice is on your free list. Practically we are getting nothing in return for the preference which we accord if our principal products are to remain on your free list.

Mr. FOSTER.—You get free entry but no preference. Where does this lime-juice come from outside of the West Indies?

Mr. MCDOUGALD (Commissioner of Customs).—I do not think it comes from anywhere else.

Mr. PORTER.—I would like to have added to this item, 'citrate of lime, lemons and tropical fruits of all kinds,' fully described in items 90, 91 and 101 of the Canadian tariff.

Mr. FOSTER.—I will put a note of interrogation after that, and we will consider Of course, lime-juice (crude) would be all right, but lime-juice refined or concentrated would require consideration.

would require consideration.

Mr. GRIFFITH.—You can have concentrated lime-juice that is not refined.

Mr. FOSTER.—We will add, 'citrate of lime and lemons.'

Mr. PORTER.—And other products of citrous fruits.

Mr. FOSTER.—What are they?

Mr. PORTER.—The essential oils.

Mr. FOSTER.—We will leave that for the present.

'Bananas and pineapples.'

Agreed to.

'Cocoa beans.'

Mr. WALCOTT (Trinidad).—I have prepared a return, showing the trade of the Colony of Trinidad in the articles which the Royal Commissioners have recommended we should grant a preference on, and also the trade in the articles on which they recommended Canada should grant us a preference. This return I would like to hand in.

The return was filed by Mr. Walcott.

Mr. WALCOTT said: This return shows, that the importation of the articles in Schedule A to December 31, 1911, amounted to £1,042,482 sterling. Of that sum, £135,880 represented the value of articles which are now on the free list of the colony, so that granting that we give a preference on all of the articles in Schedule A, the amount on which preference may be granted will be about £907,000. On the other

hand, our total exportation of the articles named in Schedule B amounted to £2,007,700; of this no less than £1,385,000 represented the value of various products which, I understand, are now duty free in Canada. That leaves only the sum of £621,600 to rank for preference in Canada, so that, so far as the trade with Trinidad is concerned, granting that both Schedule A and Schedule B are adopted as they stand, Trinidad would be giving a preference on a very much larger volume of imports than she would receive on her exports. The only articles which Trinidad exports and to which the preference would apply, would be sugar, molasses, and cocoanuts, which represent a very small part of her exports, our main industry, cocoa, being at present on the free list of Canada. Our difficulty in Trinidad will be that in the event of our receiving a preference on sugar only, we will find it a most difficult matter to adjust what for us will be a very considerable loss of revenue. Under section 88 of the Royal Commissioners report, the question of cocoa was dealt with. The Royal Commissioners there expressed a doubt as to whether the creation of a preference by the imposition of duties on foreign cocoa would be of any substantial advantage to the West Indies, but did not wholly exclude this from consideration in the future. I find from the Canadian returns, that the imports of cocoa into Canada are about 4,000,000 lbs. per annum. I also find from the evidence given in Canada before the Royal Commission, that the consumption of cocoa was estimated to have increased within the last eight or nine years by five hundred per cent. We recognize in Trinidad that the consumption of cocoa in Canada must and will and is bound to increase very rapidly, and that the Canadian market to Trinidad and the other cocoa-producing colonies must be looked forward to as a very valuable one. There are twenty-eight sugar plantations in Trinidad, which are in the hands of thirteen companies, most of the owners not being resident in the colony. On the other hand, we have over five hundred cocoa estates. We will find it extremely difficult to adjust our taxation if we have to tax the cocoa industry to make good a large deficit for the benefit of the sugar industry. I should like to point out that granting that the preference under this arrangement will have the effect, we all hope it will have, to transfer to Canada and the United Kingdom a great part of the trade in the articles named in the schedule, our loss in Trinidad will amount to a very large sum. I estimate the total loss, assuming that the whole transfer occurred, to amount to something like £20,000 odd sterling.

Mr. FOSTER.—Where do you sell your cocoa now, outside of Canada?

Mr. WALCOTT.—Principally to the United States. It is divided between the continent of Europe and the United States. Over fifty-two per cent goes to the United States and the balance to Europe.

Mr. WHITE.—I find in the evidence taken in Canada by the Royal Commission, that we may have some difficulty with our cocoa men.

Mr. WALCOTT.—The objection which will be found in the evidence to our cocoa is something like the objection that we had to Canadian flour some years ago. We said then that the Canadian flour was not suitable for the West Indian market, and as far as I can judge the objection in Canada to the West Indian cocoa amounts to the same thing.

Mr. FOSTER.—You export it all in the form of the bean?

Mr. WALCOTT.—All.

Mr. FOSTER.—Don't you raise as good a bean as any other country?

Mr. WALCOTT.—We raise a very fine class of cocoa. So far as I can make out, from the evidence given in Canada, our cocoa is too good for consumption here. They seem to want a light cocoa which will give them a light colour, and they want our strong and full-flavoured cocoa to use for mixing in order to give it a flavour. As far as light cocoa goes, at present our British West African colonies are producing large quantities. I went to the Gold Coast in 1900, and the value of the export of cocoa from the British Gold Coast was £50,000. The last returns of the output in British West African cocoa amounted to a great deal more than from Trinidad, and that has

all been done in ten years. There is an immense production now, and there will be a much larger production from British West Africa in the future. There will, therefore, be no necessity whatever for Canada to go outside of the British colonies to obtain cocoa. At present, I understand there is a very large amount of cocoa used in Canada which is not British cocoa. A large quantity of it is Venezuelan cocoa which is more or less of the same standard as ours; that is, it is a dark cocoa. That country produces a very large quantity of cocoa, and is in direct competition with Trinidad. I noticed in your street cars that one of your cocoa dealers was advertising the best cocoa on the market as 'Caracas' cocoa. I should like you to kindly go over these returns, because I wish the matter to be very carefully considered. In Trinidad we are most anxious to join the other colonies in entering into this agreement, but I am afraid if our main industry is left out we will find it a matter of grave difficulty to come in.

Mr. FOSTER.—Is there any other colony that is in the same business?

Mr. WALCOTT.—The Colony of Grenada produces almost nothing else but cocoa, and cocoa very much of the same nature as Trinidad cocoa. That colony, owing to the fact that it was taken for granted that cocoa should not be included, did not send a representative to Canada. On the other hand, Trinidad has come here in the hope that we will get it included.

Mr. WHITE.—I notice that one of the Canadian witnesses says that if a duty were placed on Java cocoa, it would drive them out of business. He says that the Canadians cannot use more Trinidad cocoa than at present. There are two things for us to consider, first, the position of the manufacturers here, and, second, the raising of the duty to the public. Cocoa is an article of very wide consumption in Canada.

Mr. FOSTER.—It goes into confectionery business of all sorts. However, we will consider with reference to Grenada and Trinidad——

Mr. PORTER.—From Dominica, a very considerable portion of our exports consists of cocoa. Our cocoa exports are twenty per cent of our total exports. Seventy-three per cent of our total exports are lime products and twenty per cent are cocoa and they are on the free list in Canada. We come here also in the hope of getting an effective preference on these articles. I may say that the trade from Canada to Dominica is over nine per cent of our total imports at present. Canada takes only about two per cent of our exports, so that at present she enjoys a very large advantage of trade, without any preference.

Mr. CAMERON.—St. Lucia is in the same position with regard to cocoa. The next industry to sugar is cocoa in St. Lucia. The actual value of the exports of St. Lucia in cocoa in 1911 was £46,000 and practically nothing goes to Canada now. To other countries we shipped £28,000 worth, and to the United Kingdom, we shipped £17,000 worth. Cocoa is very nearly of the same value as sugar with us.

Mr. CHANDLER.—I want to remind Mr. Foster of something that took place in 1890 when he was in the West Indies. He will remember what the merchants of the West Indian Islands were saying with regard to the unsuitability of Canadian flour, and everything that the Canadian cocoa manufacturers say now with regard to our cocoa was said by us with regard to your flour at that period. They said that Canadian flour was no good, that it was not done up in right packages, and all the rest of it, but now all that objection has disappeared to Canadian flour. It seems to me that these people are raising quibbles about this kind of cocoa and the other kind. There is enough cocoa grown in Grenada and Trinidad to serve Canada when she has a population of thirty million people. If the Canadian manufacturers want particularly light cocoa they can get British light cocoa. It seems to me that as the West Indian people quibbled about your flour in 1890 your people are now quibbling about our cocoa.

Mr. FOSTER.—We do not want to wait twenty-three years to get a taste for it.

The item of cocoa beans was allowed to stand for further consideration.

'Cocoanuts.'

Mr. ROXBURGH.—I suggest that you add 'cocoanut fibre.'

Mr. McDOUGALD (Commissioner of Customs).—I think that is on the free list. Coir, which is another name for cocoanut fibre, is free.

Mr. FOSTER.—I suppose the object of your inquiry is as to whether we should place it under a low duty.

Mr. ROXBURGH.—That is what we are asking.

Mr. WHITE.—If we increase the duty on anything that is free now it may cause us some difficulty.

Mr. ROXBURGH.—You see the enormous difference it makes to us.

Mr. WHITE.—I understand. The argument will be that if these things are free now they are free to you as well as to anybody else. One great question in this country now is as to the high cost of living, and the government will have to be extremely careful about anything it does in the way of raising the duty; there is no doubt about that. I am speaking perfectly frankly about it. I would not like to go to the House with any programme of any consequence at all in the way of raising the duty on articles of standard consumption; I think it would be a serious thing.

Mr. FOSTER.—What is the value of this coir that you make?

Mr. ROXBURGH.—It is not anything serious, and I really don't mind about that if it causes you any difficulty.

Mr. FOSTER.—It is a small production with you?

Mr. ROXBURGH.—Comparatively small. I do not press for it. Leave it on the free list, but put it in the schedule and leave it there.

Mr. FOSTER.—We could do that.

Agreed to.

'Asphalt and manjak.'

Agreed to.

'Coffee.'

Mr. FOSTER.—I suppose Jamaica is the chief coffee producer.

Mr. CHANDLER.—Many of the islands grow a certain amount of coffee, but not for export.

'Cotton, raw, and cotton seed.'

Mr. ROXBURGH.—That is on the free list now, and you will have no objection to add to it, 'cotton seed oil and cotton seed meal and by-products of cotton.'

Mr. WHITE.—I suppose that means that if we put a duty on any of these articles, you would be entitled to the preference.

Mr. ROXBURGH.—That is what we mean.

'Rice, uncleaned.'

Mr. REID (British Guiana).—I ask that rice, cleaned, be added to that. We export a considerable quantity from British Guiana. We hope to increase our export. Cleaned rice is dutiable now. I wish to have added, 'rice meal and bran.' It enjoys preferential treatment now when it comes from a British colony under the British preferential tariff.

'Petroleum, crude.'

Mr. WALCOTT.—This is at present free, but I notice by the Canadian tariff that there are a number of products of petroleum which are now dutiable. I would ask that these products be placed on the list so that in the event of Trinidad, which I hope she soon will, being able to produce illuminating and lubricating oil, we may get some benefit.

Mr. FOSTER.—Such as, for instance, what?

Mr. WALCOTT.—Illuminating and lubricating oils, being products of petroleum; they are now dutiable in Canada. I would ask that gasoline and other petroleum spirits be added.

Mr. WHITE.—That is, you wish to add those in addition to 'petroleum, crude.'

Mr. WALCOTT.—I would wish to add. 'and all illuminating and lubricating oils, being products of petroleum, gasoline, and other petroleum spirits.'

Mr. WHITE.—Was this brought before the Royal Commission?

Mr. WALCOTT.—No, sir. At the time the Royal Commission met I do not think the oil fields were sufficiently developed.

'Copra and cocoanut oils.'

Agreed to.

'Rubber, raw.'

Agreed to.

'Balata.'

Mr. REID (British Guiana).—I would ask that we should be given a small operative preference on this. Balata is almost exclusively exported from the Guianas and contiguous territories in South America. We produce a very large amount annually, and we can supply Canada with all she would need for a long time to come. Balata is a bastard rubber and a sort of cross between gutta-percha and rubber. It grows wild in the forest and is collected at intervals. It is used in the manufacture of machinery belting and things of that description.

Mr. WHITE.—We will have to consider that.

Mr. FOSTER.—This is now free, and it is used very largely by manufacturers, and your proposal would be to make it dutiable.

Mr. WHITE.—It might mean changing a whole schedule of the tariff.

Mr. CHANDLER.—We don't want a duty to be put on balata. We want balata to come in free.

Mr. WHITE.—I understood you desired us to put a duty on against a foreign country.

Mr. CHANDLER.—We want you to let balata and cocoa from British territory in free. We do not think that will increase the cost of cocoa and balata to the consumer because we produce more than you can consume. If any cocoa comes from non-British territory, of course, you would put a duty on it.

Mr. WHITE.—That is precisely what I understood. I have no doubt that if we did that the manufacturer would say that we were raising the duty on this product. If you touch one article of raw material you will have to work out a whole schedule of the tariff.

Mr. CHANDLER.—We have more cocoa and more balata than your manufacturers can possibly want. We want to sell every dollar's worth we can to your manufacturers. As long as we have more than they can take, how can there be a difference in price to them?

Mr. FOSTER.—Your contention is that you can give us more than we want, from British territory.

Mr. WHITE.—We would have to have the other interests here present to hear what they have to say about it. There is nothing so complex as one of these tariff questions. Something may appear all right in itself, but you may get some man who is interested in it and he will put it in an entirely different light.

Mr. WALCOTT.—Cocoa bean is not considered raw material in any other country in the world. Cocoa bean is dutiable, even in the old country.

Mr. REID (British Guiana).—We can produce about twenty per cent of the world's supply of balata, so that there would be no difficulty in getting it from British territory.

'Bulbs.'

Agreed to.

'Logwood and logwood extracts.'

Agreed to.

'Annatto.'

Agreed to.

'Turtle shells, unmanufactured.'

Agreed to.

'Ginger and spices, unground.'

Mr. WALCOTT.—I would wish to add 'nutmegs' to that.

Mr. WHITE.—What is the duty on nutmegs?

Mr. MCDOUGALD.—Twelve and a half per cent unground and twenty per cent ground.

'Arrowroot.'

Mr. GRIFFITH.—I would ask that arrowroot be placed on the Canadian free list. Arrowroot is one of the principal products of the colony I represent, and practically it is supplied by us almost alone. I know of no other country except Bermuda which makes arrowroot. Jamaica makes a little, but very little, so little that it need not be considered. Bermuda makes 600 barrels per annum, and I am told they will never be able to make any more. All the arrowroot that is manufactured comes from the Island of St. Vincent. In giving a preference on the articles that come to us from Canada, we have to make a certain surrender, and arrowroot is the only item on which we would get any material benefit in return from you. At the outside, we can produce about six or seven million pounds of arrowroot a year. At present we produce in good years, and when there is a good demand, about five million pounds. Of that Canada takes about eighty or ninety thousand pounds, which is a comparatively small quantity. We wish to obtain, if possible, in Canada, a better market for our arrowroot, and we believe that by asking you to place arrowroot on the free list for us and if possible put it amongst the dutiable goods for other countries, we will be obtaining something in return for what we are about to give.

Dr. REID.—Do you refer to the manufactured article in packages.

Mr. GRIFFITH.—We refer to arrowroot that has been manufactured. Of course, arrowroot in the root is not an article of commercial value, and in its manufactured state it is a very small item so far as Canada is concerned, and it is used largely in its raw state as material for manufacturing cocoa.

Mr. FOSTER.—What is the rate on it now?

Dr. REID.—One cent per pound, preferential.

Mr. GRIFFITH.—We have the control of the arrowroot supply now, but we never know what may happen. They may grow it in Cuba or Porto Rica and come into competition with us, and we ask that it be placed on the free list to us and that arrowroot from Cuba or anywhere else be liable to duty.

Mr. WHITE.—It is 15 British preference and 17½ general.

Mr. GRIFFITH.—One of the principle points in connection with it is that under present conditions the price we get for arrowroot in Canada does not enable us to compete with other things that may be used for a similar purpose. If it is placed upon the free list we will be able to come in and compete with other starches which at present shut us out of the market. The present duty on arrowroot is 15 per cent ad valorem.

Mr. FOSTER.—It is 1 cent per pound if you call it starch.

Dr. REID.—It is practically starch; it would have to be entered as starch.

Mr. GRIFFITH.—It is sold in Canada at 6 cents a pound.

Dr. REID.—What is it worth in barrels ground?

Mr. GRIFFITH.—About 4 cents per pound is the value for export.

Dr. REID.—We will let the matter stand in the meantime.

Mr. FOSTER.—As it is now you get an advantage.

Mr. GRIFFITH.—Yes.

Mr. FOSTER.—What you are asking for is a larger advantage?

Mr. GRIFFITH.—Owing to the fact that starch is imported from the States, and comes in and sells at the same rate as we get, it has a distinct advantage on account of the smaller freight costs and charges. An advantage on this product is about the only thing my colony will get out of this arrangement in return for what we are asked to give. It is I think a question that will affect Canada very little and affect us very materially.

Mr. CAMERON.—I know St. Vincent very well, and I know that this matter of arrowroot is a matter of extreme importance to it. If it is possible to put arrowroot on the free list and allow it to have a fair chance to compete with other starches it would be a very important matter.

Item allowed to stand.

'Salt.'

No objection.

'Sponges.'

No objection.

'Vegetables, fresh, including sweet potatoes, plantains, onions, and yams.'

Mr. CHANDLER.—I wonder what that means. It says vegetables, fresh, and then it says, including sweet potatoes, as if it were necessary to mention them.

Mr. MCDOUGALD.—I do not think that would exclude anything.

Mr. ROXBURGH.—I think it would be better to say: Vegetables, fresh, of all kinds.

Mr. WHITE.—As it stands, Mr. McDougald, would you not interpret it to mean vegetables of all kinds that are fresh?

Mr. MCDOUGALD.—I think so.

Mr. WHITE.—Why not put it: Fresh vegetables of all kinds.

Item agreed to.

'Oils essential.'

Mr. PORTER.—I suggest there should be added to that: 'including Bay oil and Otto of limes.' I am not quite sure if these are included in the item.

Item agreed to.

'Tamarinds.'

Item agreed to.

'Molasquit.'

Mr. REID (British Guiana).—I would add to that: 'and similar cattle food.'

Mr. WHITE.—I do not think that is a good expression.

Mr. FOSTER.—What do you want to get in under that specification?

Mr. CHANDLER.—Different kinds of cattle food, some call it Malasquit and some call it by other names. It simply means molasses as a basis for cattle food.

Mr. FOSTER.—I think you had better stick to Molasquit, and it will include everything of which molasses is the principal ingredient.

Mr. WHITE.—There is no question as to raising the tariff on some of these items.

Mr. FOSTER.—We will get together and talk it over.

Mr. WHITE.—I think if we raise these tariff rates there will be trouble.

Mr. FOSTER.—Are there many other additions which our West India friends want to propose?

Mr. COMACHO.—I wish to have added, 'Cassava, cassava meal and other products of cassava.' That is a thing which we thought it desirable to put on this schedule with a view of fostering trade in it.

Mr. FOSTER.—Is there anything else?

Mr. CAMERON.—I wish to have added, 'ground nuts' (peanuts).

Mr. REID (British Guiana).—And I wish to have added, 'Diamonds, uncut.'

Mr. FOSTER.—They are on the free list now.

Mr. CAMERON.—Just keep them on the list and they will be there if there is a duty.

Mr. GRIFFITH.—I wish to add, 'Rum and other preparations of rum.'

Mr. REID (British Guiana).—And 'Kola nuts.'

Mr. CAMERON.—And 'Vanilla beans.' I wish to have added, 'Timber and lumber of all kinds.' That refers to furniture wood that may come from the West India islands.

Mr. PORTER.—We are interested in that; we are about developing a large industry in cut woods of all kinds, and considerable capital is invested in it, so that we expect to produce large quantities of these woods.

Col. HOUSTON.—I wish to have added, 'Bay leaves and papaine.'

Mr. ROXBURGH presented the following, showing the several changes the West India representatives desired in the schedules:—

SCHEDULE 'A.'

Omit 'Fish, dried, salted or smoked.'
To 'Bran' add the words 'and pollard.'
Omit 'Boots, shoes and slippers.'
Omit 'Planks, boards, deals, joists and scantling.'
Omit 'Cement.'

SCHEDULE 'B.'

Sugar, molasses and syrup.
Fresh fruit of all kinds.
Lime-juice crude and concentrated, citrate of lime and other products of citrous fruits.
Cocoa beans.
Cocoanuts and cocoanut fibre.
Asphalt and manjak.
Coffee.
Cotton raw, cotton seed, cotton seed oil and cotton seed meal.
Rice, cleaned and uncleaned, rice meal and bran.
Petroleum—crude and all illuminating and lubricating oils being products of petroleum, gasoline and other petroleum spirits.
Copra and cocoanut oil.
Rubber, raw.
Balata.
Bulbs.
Logwood and logwood extract.
Annatto.
Turtle shell unmanufactured.
Ginger, nutmegs and spices unground.
Arrowroot.
Salt.
Sponges.
Vegetables, fresh of all kinds.
Cassava starch, cassava meal and other products of cassava.
Honey and beeswax.
Oils essential, including Bay oil and Otto of limes.
Tamarinds, fresh or preserved.
Molasquit and similar cattle food.

Ground nuts.
Diamonds, uncut.
Kola nuts.
Timber and lumber of all kinds.
Vanilla beans.
Bay leaves.
Papaine.
(The position of shredded cane to be ascertained and discussed).

SCHEDULE 'C.'

West Indian products now on the Canadian free list, to be made dutiable when imported from foreign countries.

Lime juice, crude and concentrated, citrate of lime and other products of citrous fruits.
Cocoa beans.
Fruit as specified in items 90, 91 and 101 of the Canadian tariff.
Balata.
Sugar cane molasses as described in item 137 of the Canadian tariff.

SCHEDULE 'D.'

West Indian products now dutiable to be placed on Canadian free list.
Arrowroot.

CABLES.

Mr. WYATT, chairman of the West Indian section on cable communication, reported that the committee had held three meetings and handed in the following report:—

The West Indian portion of the subcommittee have met three times, twice with Mr. Rippon present and once without him.

They had already heard on board the *Marowyne*, Mr. Dawson's resume of the subject.

The Imperial Government having abandoned the scheme of the Royal Commissioners to purchase existing cables and having settled on wireless instead, the members had to consider the matter from other points of view.

It is not clear that the Imperial Government's scheme of wireless includes the West Indies, but a paragraph in the 'Standard of Empire,' of March 15, indicates that wireless will reduce the rate from British Guiana to England from 7s. to 1s. per word.

Wireless has not proved very successful at British Guiana. Atmospherics and other troubles cause much delay and annoyance, so much so that it may be taken for granted that those using telegraphic communication there would prefer to have the security, secrecy and promptness of a cable at 3s. to 4s. a word to England rather than 1s. per word by wireless, which has never been so far looked upon as more than an auxiliary to the cable service.

Mr. Rippon kindly handed in six typewritten pages and one printed sheet with map on the subject, as per copies attached.

It has been pointed out that the Imperial Government does not appear to have separately considered the second portion of the scheme suggested by the Royal Commissioners of putting down new cables and wireless stations for a sum of about £250,000. These new cables would run from Bermuda to Barbados, Barbados to British Guiana and Barbados to Trinidad with a 'ship to shore' wireless erected at Barbados.

For the new cables and wirelesses last mentioned it is estimated that about £22,500 in subsidies would be required for twenty years.

The members have no authority from their governments to say so, but they believe that provided a maximum tariff of 2s. 6d. a word between Halifax and the three places named, with proportionate reductions elsewhere and intercolonially, was arranged, the governments of British Guiana, Trinidad and Barbados would be willing to transfer their present subsidies (£7,500 in all) for such a service, as soon as existing arrangements fall in. So far as British Guiana is concerned the contract there with the West India and Panama Company expires next year (date not available at present).

We can only respectfully suggest that the Dominion Government might take up the matter, if necessary advertise for tenders, and ultimately induce the Imperial Government to contribute some portion of the estimated £22,500 required for subsidizing the proposed £250,000 scheme, or themselves run it as a Dominion state cable in the hope of further reductions in rates. The connections from Bermuda to Halifax and Halifax to England should be retained 'All Red.'

As a record it is desirable to mention that the subsidies paid by British Guiana and the West Indies to the West India and Panama Company are as follows:—

British Guiana, £3,000; Trinidad, £3,000; Barbados, £1,500..	£7,500
St. Kitts, £500; Antigua, £500; St. Vincent, £300; Dominica, £400; St. Lucia, £500; Grenada, £600..	2,800
Per annum..	£10,300

The West India & Panama Company, we believe, receives also some £900 additional from foreign colonies—Martinique or Guadaloupe.

The Halifax & Bermuda Cable Company received £8,100 per annum from the Imperial Government, but it expired in 1910, and was not renewed in any shape or form.

The Direct West Indian Company, we understand, receives £8,000 per annum from the Imperial Government expiring in 1918, as also £1,000 from Jamaica and £120 from Turks Island per annum.

All of which is respectfully submitted.

C. WYATT,

ADAM SMITH,

T. LAWRENCE ROXBURGH,

F. A. C. COLLYMORE.

OTTAWA, April 1, 1912.

The conference then ended for this day.

THIRD DAY.

OTTAWA, TUESDAY, April 2, 1912.

The conference resumed its deliberations this morning.

Mr. FOSTER presided.

All the other members of the conference were present.

Mr. FOSTER.—Gentlemen, we have been thinking over this matter somewhat and also as to the best method of expediting the business. We have gone through Schedule A, and have reserved some things for consideration at the request of the West Indian delegates. We have gone through the second Schedule B and have received a list of articles that the West Indian delegates would like to have added on certain conditions and we have asked you to put these into the shape of a memorandum stating your case with reference to these different articles and upon what you found your case. That of course is in the air as yet. That will present to the representatives of the Canadian Government matters which will require very careful consideration and it makes it necessary that some time shall be given to it. We meet here and talk over these matters and then there comes a time when we want an answer from you on one or two particulars and you want an answer from us on a great many particulars. We cannot give you that answer until we have had some time to think it over. I wish you would prepare your memoranda on the points you have submitted to us, including all the matters about which you have preferred a request, giving us the data upon which you ask us to include these things.

Mr. CHANDLER.—There is one item which we have not discussed, and that is sugar cane molasses as described in item 137*a*.

Mr. FOSTER.—Does that come in free?

Mr. CHANDLER.—Yes; may I make a few remarks in regard to that item. Item 137*a* of the Canadian tariff reads as follows:—

> Molasses of cane, testing under 35 degrees by polariscope, when imported for use exclusively in the manufacture of compressed food for live stock, free.

That is free also from foreign countries. Of course we in the West Indies would have known nothing about this matter if it had not been represented to us by merchants in Canada who are now dealing largely with our products, including vacuum pan molasses. I am in receipt of communications from merchants who deal largely in our produce, and the Imperial Commissioner of Agriculture, Dr. Watts, sends a copy of a letter he received on the subject from Mr. Russell Murray. I will read a few lines from a memorandum prepared by one firm which will place the matter before you—

> Under tariff item No. 137*a* molasses testing under 35 degrees saccharine is allowed to enter Canada free of duty for use in the manufacture of compressed cattle food. The present government when previously in power stipulated that when molasses was entered for this purpose the character of the molasses had to be changed in such a way, or some foreign substance had to be added, before leaving the control of the customs so that it could not be used for any purpose other than for cattle feed, but the late government during the last two or three years had made a new ruling to the effect that if an importer puts a copy of item 137*a* on the customs entry and declares that the molasses is for cattle food it is released from bond free of duty in its natural state and put in dealers' stores

along with British West India molasses, and after that it is very difficult for any one to say for what purpose it is sold—we can only judge by results, and they are as follows:—

The importation of free molasses from the United States in 1906 was	lbs.	591,831
1909, I have not got.		
Imports for 1910, to March 31, 1911	lbs.	851,497
Imports for 9 months, April 1, 1911, to Dec. 31, 1911	lbs.	1,510,823

Now, in the first place, we know that the manufacture of compressed cattle food has not increased to any such extent as shown by these figures and the quantity sold in its natural state as 'cattle food' to be mixed by the farmer or stock raiser himself with compressed and cut hay or other foods (as the law is now interpreted) has not increased at this rate, and also we know that our own distribution of vacuum pan molasses for general baking and manufacturing purposes has decreased in proportion to the above increase, for instance, our distribution in—

1909 was	6,104	packages
1910 was	5,477	"
1911 was	4,501	"

whereas there should have been a natural increase, as we know the business has not gone to our Canadian competitors.

Then, my correspondent deals with the question of this United States vacuum pan molasses coming in under this item in large tank steamers, with which we cannot compete because we have to send it in puncheons and then there is the expense of the package and the freight. As it is at present our vacuum pan molasess of which we have far more than you want for cattle food is being driven out of your market altogether. He suggests that vacuum pan molasses from the British West Indies should be imported free of duty. Of course it comes in free now, but the suggestion is that the vacuum pan molasses from the United States should have a duty of 4 cents a gallon. He says there is a difference of 3 cents in freight and 1 cent to cover insurance and other charges. It will take quite 4 cents to put our vacuum pan molasses on a parity with the New Orleans vacuum pan molasses. I have a letter from the Imperial Department of Agriculture to the same effect, and I think that fairly well puts the case. Of course your customs are not to blame, but from the way the item is worded all the importer has to do is to say: I want this for cattle food, and it is impossible for the customs to follow it up afterwards. There is a leak there, just as I suggested that there might be a leak with reference to those 124 million pounds of sugar under the refiner's one-fifth clause.

Mr. FOSTER.—We would like from you, as I said before, a memorandum setting out these requests and giving us a statistical basis to go upon. Mr. Walcott gave us for his colony yesterday a statistical statement bringing up the exports and imports to the end of 1911. Do the other administrations have their statistics in the same form or in a similar form?

Mr. CHANDLER.—I have mine for 1911. Of course our blue books are not out yet for that year, but I have had it prepared.

Mr. FOSTER.—I wish you would all give us a copy of statistics of that kind if you can.

Mr. CHANDLER.—I will hand mine in.

Mr. FOSTER.—Looking over that from Trinidad I found it was very complete.

Mr. CHANDLER.—There is a matter which occurred to us since we left our respective colonies, and that is as to whether there would be any objection to add after 'Sugar, molasses and syrup,' the words 'Shredded cane.' We are informed there is a new process known as McMullen's process now being exploited, in which a large sum

of money, Canadian as well as American, is invested, the idea being to go to tropical countries to get the cane, shred it, press it, manufacture it here, and make syrup and all the other products from it in Canada. It has occurred to us that shredded cane might be added. You can put a duty on it or let it in free as you please, but we think shredded cane might be added in view of what may occur in the future.

Mr. FOSTER.—Do you know whether the process is economically a success?

Mr. CHANDLER.—Not yet.

Mr. FOSTER.—I was interested in reading a magazine article with reference to it, but I never knew that it had gone into practical operation.

Mr. CHANDLER.—They have an experimental station in Wisconsin near the Canadian border. They bring the shredded cane from Cuba, send it to the experimental factory in Wisconsin, and whether it is an economically sound proposition we cannot tell. It may turn out to be a very important item because instead of sending raw sugar to Canada it may come in the form of shredded cane. If you have no objection, and in order to be on the safe side, you might add shredded cane.

Mr. FOSTER.—Very well, we will write it in and consider it later.

Mr. WHITE.—Now that we have gone through the schedules, may we take up the draft agreement and see if that is satisfactory?

DRAFT AGREEMENT.

The consideration of the draft agreement was then resumed.

On clause 3,—

'3. The concession granted under section 2 by Canada to the Colony of shall be extended to all the other colonies enumerated in Schedule C for a period of three years from the day on which this agreement shall come into operation, and at the end of such period of three years such concessions to the other colonies may cease and determine as respects any of the said colonies which shall not have granted to Canada the advantages set forth in section 1.'

Mr. WHITE.—Is there anything to be said on that?

Mr. FOSTER.—There are two considerations. It uses the word 'may,' and that would be understood by us to be absolutely permissive. There is a good deal to be said in favour of that. Those who do give concessions in the West Indies and are suffering somewhat by loss of revenue because of giving these concessions, naturally look for benefits after a sufficient time has elapsed to enable these benefits to accrue to them.

Mr. CHANDLER.—We have no objection to giving Jamaica and the other colonies that three years. At the end of the three years they will probably have found that the United States will do with them in relation to fruit what they did with us in the matter of sugar.

Mr. FOSTER.—I understand the West Indian delegates are not objecting to that.

Mr. WALCOTT.—No, a place like Jamaica would be likely to come in in time.

Mr. FOSTER. We should like very much from our point of view, to have Jamaica in.

Sections 4 and 5,—

'4. The Government of the Colony of may provide that, to be entitled to the concessions granted in section 1, the products of Canada shall be conveyed by ship direct without transhipment from a Canadian port into the said colony, or by the way of one of the other colonies becoming parties to this agreement.'

'5. The Government of Canada may provide that, to be entitled to the concessions granted in section 2, the products of the Colony of shall be conveyed by ship direct without transhipment from the said colony or from one of the other colonies becoming parties to this agreement into a sea or river port of Canada.'

Mr. WHITE.—That is permissive to both?

Mr. FOSTER.—Yes; we might get the opinions of the West Indies representatives as to that.

Mr. CHANDLER.—I am instructed by my government that as the matter stands at present and will stand for some time to come it would be absolutely impossible for Canada to enforce the rights which she would have under section 5, and the more we thought of this the more we came to the conclusion that the only way was to suggest that these two sections be deleted. Our crop begins in January and we send a large portion of it to Montreal, and it is impossible to make a shipment from Barbados to Montreal before the first shipment on the 20th of April by the St. Lawrence route, except by sending our sugar in bond through New York to Montreal. It means that one half of our crop would have to go somewhere else. Unless some way can be seen out of the difficulty I was instructed to suggest that if clause 5 is to be retained it is to be amended so as to apply only to goods arriving in Canada while the St. Lawrence is open to navigation.

Mr. FOSTER.—Did you take into account the fact that we have maritime province ports as well as St. Lawrence river ports, and that it is possible at all seasons of the year to send sugar to Halifax or St. John. Arriving at Halifax it would supply the Acadia refinery and arriving at St. John or Halifax it would find its way to Montreal by rail.

Mr. CHANDLER.—That is all very well, but that agreement is for five years, and it would take five years to get that going.

Mr. FOSTER.—How do you mean it would take five years to get that going?

Mr. CHANDLER.—Do you think that within five years we could have ample steamship accommodation for all our produce via Halifax or St. John; I hardly think so.

Mr. FOSTER.—I have been informed that if you take the rate to New York and add to that the rate from New York to Montreal, and then take the rate to St. John and add to that the rate by railway from St. John to Montreal, there is practically very little difference between the two rates. I was speaking with some railway traffic men this morning and they gave me that general information.

Mr. CHANDLER.—There is a difference of about 4 cents per 100 lbs. to Montreal via Halifax as compared with Montreal via New York.

Mr. FOSTER.—Of course two things enter into the consideration of that. In the first place we hope to have better transportation accommodation and that is one point that is important. I did not know that the difference was so great as between Halifax and New York; I thought the rates were about even. But, we hope to have improved steamship communication; in fact I think we must have it as a corollary of any arrangement we may make, and that would probably pare down the difference between the two rates and it might even give an advantage to the regular Canadian port. The other consideration is that we are very much interested in the matter of our ports, and if our own ports can be benefited and the commercial interests are not hampered thereby we would be glad if such a thing could be brought about. I do not think our own Canadian merchants are a unit on this proposal.

Mr. CHANDLER.—You will find the Montreal man shouting one way and the Halifax man the other.

Mr. FOSTER.—I had a letter yesterday from one of the most representative men in Montreal and he gave it to me as his opinion that the only way to secure what we wanted was proper steamship accommodation between ourselves and the West Indies coupled with direct shipments, and he strongly advised that that course should be adopted. He is only one man of course, but I quote that to show that there are differences of opinion in Montreal. Of course this is a matter on which we would have to carefully feel the pulse of the people. The Board of Trade of Halifax has forwarded a resolution unanimously in favour of direct shipments, and St. John has done the same. I have not yet received advices from Quebec, Montreal and Toronto. It is of course a matter for very careful consideration.

Mr. WHITE.—As these two clauses are permissive, I wonder if in the working out there would be any hardship

Mr. WALCOTT.—Our trade in Trinidad with Canada is now very considerable, and we think in Trinidad that if these clauses are insisted on in reference to taking Canadian goods direct from Canadian ports it will hamper our trade in Canadian goods. On the other hand, our freight rate from Trinidad to New York is very much less than our freight rate from Trinidad to Halifax or St. John. We have considerable shipping trade in Trinidad, and I think we can command better freights from Trinidad to New York than we can from Trinidad to Halifax or St. John.

Mr. WHITE.—The difficulty we have is that it is to some extent a political question, or rather shall I say a geographical question, within our own country. Of course the question of keeping the transportation of our own products within our own country is a very important one.

Mr. WALCOTT.—One of the great objections to this proposal is that it would limit the preference to goods coming on direct shipment.

Mr. FOSTER.—Of course it is permissive in both cases, but if the Government of Canada should come to the conclusion that they would put in force the principle it would be open to them to do it, and then our friends from Trinidad would say, maybe, that that would be to the disadvantage of trade between them and Canada. If a colony ever undertook to do it and we did not want it it would have a reflex influence. The underlying idea in my mind, whether we can ever bring it about or not, is, in some way or other to neutralize the difference between us in distance and facilities as compared with the United States and try to bring our trade in a highway between ourselves rather than run around by the cross roads.

Mr. CHANDLER.—It is practically all Canadian flour that is coming down to us now, but a lot of it comes through United States ports. There is a live agent in the West Indies who is selling this flour, and New York is full of Canadian flour in storage, and a West India merchant can telegraph up to New York and get 500 barrels of flour as many barrels as he wants in a few days. If he should have to send to Halifax and wait until he gets it from Halifax it would certainly injure Canadian trade.

Mr. WALCOTT.—With respect to clause 5, I do not think there is any doubt but that Trinidad merchants will take advantage of direct shipments as soon as we have sufficient communication.

Mr. WHITE.—I suppose that would take care of itself.

Mr. WALCOTT.—Yes, and in the meantime we should not like to be tied down to direct shipments.

Mr. ROXBURGH.—We want the direct shipments just as much as you do, but we are wondering how it will work out.

Mr. FOSTER.—I had a letter yesterday from a Barbados man going for his supplier here and the Pickford and Black Line. He expected to have certain merchandise ready for his customers on a certain day, and when that day came he was sold out. The flour which he had ordered on shipment so as to have it on that date did not arrive until fifteen days later, and he was in a deuce of a mess with his own customers, he says. He complains of the delay. But, we must absolutely change that kind of practice between ourselves and you if we want to get very much advantage out of our preference.

Mr. WALCOTT.—The conditions set forth by that man in his letter are the conditions that we are afraid of.

Mr. FOSTER.—They are not the conditions that will prevail when we get down to business. Provided we make it absolutely clear that those two clauses are permissible can we not agree to them?

Mr. CHANDLER.—You have to bear in mind that even if you have a good line of steamers, if we are tied down to sending all our sugar to you by that particular line, unless the question of freight is very carefully looked after and regulated the ship owner will take the whole of the preference in the shape of heavy freights.

Mr. Foster.—I do not think that either Canada or the colonies would be inclined to allow that.

Mr. Chandler.—If it were allowed it would simply drive our produce away from Canada.

Mr. White.—The only question that bothers me with reference to this is that there is such a strong feeling here in favour of it. Your point is that while it is permissive, yet if it were in force it might mean an increase in freight rates, and would probably involve the question as to who would get the preference, whether it would be the West India people or the steamship owners.

Mr. Chandler.—The steamship owners might take the entire preference away.

Mr. Foster.—If we go to the expense of granting subsidies for an adequate service we must control the rates. There is no other way out of that. We cannot give a subsidy and at the same time allow them to put on such rates as they please.

Mr. Reid (Guiana).—That is one thing we are nervous about in Demerara with regard to sending goods direct to Canada. When the St. Lawrence is closed there are not the transportation facilities in sending through Canadian ports that there are in sending via New York. If we are compelled to send goods in winter through Halifax and St. John the railway people may appropriate a certain amount of the preference by raising the freights on these goods and thus nullifying to a great extent the advantages we would get from the preference.

Mr. Porter.—I understand it is permissive for the various colonies to avail themselves of that regulation or not just as they please, and one colony may use a Canadian port and another may not.

Mr. Foster.—It is absolutely permissive, but in the very permissiveness of it there may be confusion.

Dr. Reid.—If one colony should make a regulation insisting on direct shipment and another colony should not, there would likely be confusion.

Mr. Foster.—Yes, there would.

Mr. Cameron.—If the various colonies would make different regulations we could never arrive at uniformity.

Dr. Reid.—My idea is that a regulation dealing with the question of shipments such as that would have to be uniform for all the West India colonies.

Mr. White.—That would be for an agreement amongst themselves; this agreement is between us and each of them separately.

Dr. Reid.—But the agreeement ought to be uniform for all these colonies.

Mr. Foster.—It would be disadvantageous to the trade if you had one half of the colonies enacting there should be direct shipment and another half enacting that there should not be direct shipment, or if you had Canada doing it and the colonies not doing it or vice versa. It is a matter, that whenever it is done, will have to be done by common agreement and the unity of both sides.

Mr. Reid (Guiana).—That is one thing we will have to do, namely, draw up a uniform set of regulations to cover the importation of preferential goods into the West Indies.

Mr. Foster.—Is it possible or probable that you people can agree upon a uniform set of customs regulations?

Mr. Porter. I think so.

Mr. Chandler.—That is part of the recommendation of the Royal Commission.

Mr. Foster.—And you can agree?

Mr. Chandler.—Oh, yes; the delegates conversant with customs matters are going to prepare a common form of declaration of origin whether the goods are from Canada direct or whether via New York. It will be prepared and you will get a copy to see whether it will meet with your approval. We think your customs declaration of origin rather long and wordy.

Mr. Reid (Guiana).—I have a draft made but it will require some further consideration and modification.

Mr. FOSTER.—I have no doubt that Dr. Reid would be quite willing to let his officers meet your advisers and talk it over.

Mr. PORTER (Dominica).—We are very anxious that if possible the trade should be direct with Canada, but at present facilities do not exist and if I agree to this proposition now I would be exceeding my instructions. My instructions are that I should represent the fact that any reciprocal arrangement will be ineffective unless swift and cheap transportation facilities be provided beteween Dominica and the large centres of population in Canada. We have no direct means of communication now, but when the Pickford & Black steamers did call our exports were brought up to the maritime ports and very often held up there for very considerable periods before getting to their destination in Canada. Our exports were very much hampered because of the smallness of the quantities we had to send—we were not in all cases able to ship carloads, and this involved high rates of freight on the railways in addition to the heavy charges by the steamers. Then, on the question of the exports from Canada, it has happened that drafts for shipments coming to Dominica were presented by the bank before the goods were actually shipped from Halifax. It is also a known fact that we could import Canadian lumber into Dominica via Barbados, paying the reshipment charges from Barbados to Dominica at less than we could import it direct from Halifax, owing to the difference of freights between Halifax and Barbados and Halifax and Dominica.

Mr. AUCHINLECK.—I do not wish to take up further time than to say that the position of Antigua is similar to that of Dominica. The difference in freight on sugar shipped to Halifax is 5 cents per 100 lbs., and in regard to goods received via Halifax or St. John our largest baker informed me that on numerous occasions when he has had flour sent there for shipment the goods are left lying there for several weeks before he gets the order executed and the goods received. That means a very serious loss to a man doing business. He has to purchase locally and keep supplies on hand to carry him along. My instructions in this respect are as follows: In the absence of better shipping facilities the limitations contained in clauses 4 and 5 would be a serious hindrance to trade relations between Canada and the West Indies, and the restrictions should not form part of the agreement. Of course, if we had better steamship communication that would be quite another matter, as conditions would then be altered.

Mr. WHITE.—Unless we have first-class communication, unless the rates are controlled or unless there is competition, if the Dominion exercised the power given her in this clause I can quite understand the objections you gentlemen make. Of course it will be understood that the Dominion will exercise that power reasonably. But I think we can all understand it now and we can leave it over for consideration in the meantime.

Clauses 6 and 7,—

'6. The agreement shall be subject to the approval of the Parliament of Canada and of the Legislature of the Colony of and of the Secretary of State for the Colonies, and upon such approval being given it shall be brought into operation at such time as may be agreed upon between the contracting parties by a proclamation to be published in the *Canada Gazette* and in the *Official Gazette* of the Colony of .

'7. After this agreement shall have been in force for the period of five years it may be terminated by either party at the end of one year after the day upon which notice of such termination shall have been given by either party to the other.'

Mr. CHANDLER.—How do you read that; can you give notice before the termination of five years?

Mr. FOSTER.—The five years is positive.

Mr. CHANDLER.—It cannot be terminated before that?

Mr. FOSTER.—After five years it may be terminated by either party.

Mr. WHITE.—It seems to read that after four years had elapsed you could give notice that it would expire in five years or in the fifth year.

Mr. CHANDLER.—If when it ran for four years and three months and you gave notice would it be terminated in five years and three months?

Mr. WHITE.—I do not think that is what is intended, but that is the way it reads; it may be terminated five days after the five years if you give notice in time, but that evidently was not the intention.

Mr. FOSTER.—There is nothing to say that you cannot give notice at any time you like, but it cannot be terminated at any time less than five years.

Mr. CHANDLER.—All the larger colonies are at one that they want this made ten years. We are looking at this matter from a wide point of view, and we expect indirect benefits to accrue from it besides the trade benefits. We want Canadian capital to come down and develop our resources. We believe ten years would give stability to the trade and would induce people to put their money into enterprises down there. Some of the smaller colonies are rather afraid, some of them would want it limited as low as three years, but the big colonies are all in favour of ten years.

Mr. WHITE.—Let us hear what some of the smaller colonies have to say about it.

Mr. GRIFFITH.—Speaking for St. Vincent, I may say that we are quite satisfied with the five year term as fixed in that agreement.

Mr. FOSTER.—You would have an objection to the ten years?

Mr. CAMERON.—It is purely a matter of revenue with the smaller colonies. These communities are a little circumscribed and they see an actual positive loss of revenue, as I have already explained, and to make up the deficiency we must find some other source of revenue. We cannot raise the import revenue very much because it is already pretty high. And having lost their revenue these smaller colonies do not see any appreciable and immediate advantage to be gained from this arrangement. I think that probably St. Vincent and St. Lucia and the Leeward Island colonies would feel more comfortable in going to their legislatures in regard to this matter if it were left at five years. At the same time there is a great deal in what the larger colonies say with regard to this matter. The question of stability is most important. Of course, it is a question in which to some extent the matter of communication plays a part. If the question of communication were really established on a sound basis and one which would commend itself to all the colonies of the West Indies, that would weigh very greatly with the legislatures in considering the question of five or ten years duration for this agreement, but inasmuch as the Royal Commission recommended five years it is a matter for consideration whether it should really be added to.

Mr. REID (Guiana).—We are very anxious in British Guiana that the term of the agreement should be ten years, because we believe capital would be rather shy of flowing into the sugar industry if an agreement is made for only five years. If there was a settled market in Canada for a longer period we think that we have considerable areas which are quite suitable for cane cultivation and which would very likely be put under sugar if an agreement for ten years is entered into. British Guiana has asked me to press very strongly for a period of ten years.

Mr. WHITE.—Cannot you gentlemen get together and see what you can agree to?

Mr. REID (Guiana).—A proviso might be added saying that the agreement may be terminated after it is five years in operation, both parties consenting.

Mr. WHITE.—They could do that any way.

Mr. WALCOTT.—As far as Trinidad is concerned, I have no instructions on this particular point, but it seems to me that the length of the period will very much depend on Schedule B. I think, if Schedule B is settled satisfactorily to the colonies, Trinidad will be only too glad to join the larger islands in asking an extension to ten years for the reasons given by Dr. Chandler and Mr. Reid. It seems to me so far as the smaller islands are concerned, if Schedule B is satisfactory with respect to cocoa and fruit the benefit to them will be very considerable and they might find themselves more inclined to get into line on this clause.

Mr. WHITE.—If the question of what we include in the schedules has any bearing upon it we had better leave that matter stand over as to the number of years duration; we will consider it later on.

Mr. AUCHINLECK.—My position is exactly what has been stated. It is purely a matter of revenue with us and we do not know where it may lead us. We are only at present producing sugar and this arrangement under existing conditions will mean a loss of from £1,500 to £2,000 a year. Therefore it is important that we should know what will be on the schedule before we consent to the period of the agreement.

Mr. CAMERON.—Undoubtedly schedule B has a great deal to do with it.

Mr. WHITE.—Some of you gentlemen said the other day that you had positive instructions with regard to the repeal of the clause giving the sugar refiners the right to import twenty per cent of their output. How many are in that position?

Mr. REID (British Guiana).—I am one.

Mr. WHITE.—I would like to try to get everything on both sides in a draft agreement and then eliminate what we do not agree upon. If we do not do that we will never finish.

Mr. CHANDLER.—I do not know what you would be inclined to do with regard to letting free cocoa in from the West Indies, and putting a small duty on foreign cocoa.

Mr. WHITE.—On that sugar question, there would have to be a clause in the agreement whereby the Canadian Government would agree to repeal the twenty per cent clause tentatively; then we would have to put in a provision that, notwithstanding anything in this agreement, the preference at present enjoyed by the beet sugar people here, should not go beyond 1914; then there would have to be a clause in the tentative agreement with regard to these five articles you have mentioned, whereby the Canadian Government would agree to put them on the free list, as far as you are concerned and impose a duty on other countries. That last proposition seems to me to be one of the most difficult propositions we have to consider. Speaking for myself, I see great difficulty in the way, but there is no harm putting them into a draft agreement tentatively so as to discuss them and see what we will do about them later. Mr. Ross of my department, and Mr. Russell and Mr. McDougald of the Customs, and representatives of your side, might take up this matter and prepare a draft agreement for us to consider.

Mr. FOSTER.—If we make up our mind that we cannot meet our friends with reference to cocoa or any other article, there would be no necessity for including it.

Mr. CHANDLER.—Speaking for the delegates generally, cocoa is the very biggest item with us.

Mr. WHITE.—My suggestion for a tentative draft agreement would not be deemed in any way to represent our conclusions on the matter; it is simply a document embracing everything that we wish to put in up to date.

Mr. FOSTER.—I do not see any objection to that. I think there will come a time when we will want to get this agreement into shape. I think we have made pretty good progress so far.

Mr. CHANDLER.—We have told you exactly what our position is, and what we want to know now is what the Government of Canada are going to put in clause 2 of the draft agreement instead of that four and a half cents per hundred pounds on sugar and what they are going to do about cocoa. On that may depend the questiton as to whether you will bring in Trinidad, which is the Canada of the West Indies. It is a big colony, it has enormous resources and it is growing very rapidly. It seems a pity for us to leave that colony out, because we are looking at these negotiations more or less in the same light as the Cuban and Porto Rica agreement with the United States. We do not want to spoil the imperial aspect of this arrangement by leaving out the biggest colony, by not putting a duty on foreign cocoa and leaving our cocoa on your free list. You may consider my molasses question in the best interests of us all; I am not absolutely tied to it, although it is worthy of consideration, but I do want an answer from you as to what you will put in clause 2 of this agreement. Of course, cocoa and fruit are also matters of great concern to the smaller islands.

Mr. CAMERON.—And the lime-juice is important to Dominica.

Mr. WHITE.—I have got some information on some of these questions this morning. I find that so far as cocoa beans are concerned, that we get 457,000 lbs. from the United Kingdom, 679,000 lbs. from the British West Indies, 6,500 lbs. from Belgium, 4,900 lbs. from Germany, 25,000 lbs. from Holland, 35,000 lbs. from Spain, and from the United States of America, 197,265 lbs. This is a total of 3,181,000, of which we receive from the West Indies about one-fifth.

Mr. REID (British Guiana).—The cocoa from Belgium would be West African British grown.

Mr. WALCOTT.—I understand from the evidence given by the cocoa manufacturers in Canada that they use a considerable quantity of cocoa which is not British grown. I believe that a considerable quantity of cocoa from St. Thomé comes to Canada, and in England that is regarded as a slave-grown cocoa. There is a considerable quantity of cocoa grown in Central America and in Venezuela, which is also coming to Canada in large quantities. My contention is that the British West African colonies and the British West Indies are producing to-day more cocoa than Canada will be able to handle for years. Canada's consumption now is 3,000,000 lbs., and Trinidad alone produced last year 50,000,000 lbs., Grenada produced about 14,000,000 lbs., and Dominica and St. Lucia produced quite a quantity.

Mr. WHITE.—Is there not some question raised as to the quality?

Mr. WALCOTT.—There were only two who gave evidence in Canada. Mr. J. Walter Allison, at page 64 of the evidence, says that about two-thirds of Canada's consumption of cocoa comes from the West Indies, or rather three-fifths from the West Indies and two-fifths from other sources. He says that about one-third of the cocoa used in his factory is from Ceylon, Java and Africa. He also says:—

> 'The consumption of cocoa and chocolate preparations in Canada during the past ten years has increased about five hundred per cent, and is becoming an important home industry, but the imposing of a duty on any of our raw cocoa would be a serious set-back.'

I notice from your customs returns, in addition to your imports of raw cocoa, which amounted to between three million and four million pounds last year, there is a large import of manufactured cocoa from competing countries like the United Kingdom and the United States. Our point is this: that the cocoa proprietors of Trinidad feel that they are able to supply Canada with all the cocoa she wants. I omitted to mention yesterday in connection with cocoa what my instructions were from Trinidad. A committee of the Legislative Council was appointed to draw up instructions for my guidance. That committee reported and the report was passed by the Legislative Council and agreed to unanimously, and this is my instruction in connection with cocoa:—

> '5. As to (*b*), the Royal Commissioners in dealing with the treatment of goods which either in Canada or the West Indies are on the free list, state in section 91 of their report that "in exceptional cases, where the products of one or the other party are particularly concerned, exceptional treatment may be necessary," and, although expressing a doubt in section 88 as to whether the creation of a preference on West Indian cocoa by the imposition of a duty in Canada on foreign cocoa would be of any substantial value to the West Indies, do not exclude this course from consideration. We submit it is essential that this article, which is the main product of the colony, should receive preferential treatment under the proposed agreement, and our reasons for so doing are as under:—
>
> '(1) That failing the inclusion of cocoa in the list of articles for preferential treatment, the colony will be granting a preference much in excess of that received from Canada.
>
> '(2) That the cocoa industry is particularly concerned, for the reason that it will have to bear equally with sugar the extra taxation which will be necessary to make good the loss of revenue caused by the preference; and

'(3) That in view of the rapid growth in the consumption of cocoa in Canada, the Canadian market promises to become a most valuable one in the near future, and the granting of a preference on this article cannot but result in substantial benefit to the colony.'

From this you will see that the people of Trinidad look on cocoa as their main industry, and one of their principal reasons for entering into this agreement is to get a preference on cocoa in a market which undoubtedly will become a very valuable one in the future.

Dr. REID.—About what preference would you ask to be put on foreign cocoa?

Mr. WALCOTT.—Of course, I take it that would have to be very carefully considered by the Canadian representatives. What we want is a preference which will really give us the benefit of your market. I suggest something like one dollar per hundred pounds. The duty in England at present is two cents a pound or two dollars per hundred pounds.

Mr. WHITE.—And our manufacturers would claim here if we did that, that we would have to give them a protection of double that amount on the manufactured article. That touches an article of general consumption in this country.

Mr. CHANDLER.—Why double it?

Mr. WHITE.—Because in England they have decided, as I understand it, that that is about what should be done to equalize it.

Mr. REID (British Guiana).—There is a good protection in the United Kingdom; the cocoa manufacturers flourish very well under it.

Mr. WALCOTT.—What is the duty on manufactured cocoa now?

Dr. REID.—Fifteen per cent British preference and twenty per cent general.

Mr. WHITE.—Does not that enter into the manufacture of confectionery so that the confectioners would want increased protection, which would mean opening up the whole schedule?

Mr. WALCOTT.—The Trinidad cocoa in the world's markets ranks second and third.

Mr. WHITE.—I understand that our manufacturers raised a question as to the colour of your cocoa?

Mr. WALCOTT.—The Canadian consumer appears to prefer a light coloured cocoa. The Trinidad cocoa is a dark coloured cocoa and can only be used for mixing so as to meet the Canadian taste. I think you will find that fashion changes in cocoa as well as in anything else, and some years they prefer a dark cocoa and some years a light cocoa.

Dr. REID.—Cocoa beans are admitted free of duty into the United States at present and you have the United States market.

Mr. WALCOTT.—We have no objection to your taking Trinidad cocoa from the United States, but we would very much prefer you to get it direct from Trinidad.

Mr. FOSTER.—I do not suppose Trinidad would object to direct shipment of cocoa.

Mr. WALCOTT.—Oh, not at all, but it does not affect us very much so far as direct shipments go. If we had a steamship service we could always ship to Canada. Our only objection to section 5, with regard to direct imports from Canada, would be removed so long as we are not tied down.

Mr. CAMERON.—Although I have no direct instructions from St. Lucia on the matter, I have been asked to see whether something cannot be done to grant a preferential rate for this product of St. Lucia, which, of course, is smaller than Trinidad, but at the same time the industry is a very appreciable one there. The cocoa industry in St. Lucia is almost as large as the sugar industry, and the cocoa industry is growing year by year. Mr. Walcott represents the cocoa case and he has presented it to you. I join with Dr. Chandler in expressing the very earnest hope, looking to the vital aspect which this presents to the Colony of Trinidad, that it will be found possible for the Canadian representatives to give some favourable consideration to this

point, so that when this agreement is concluded it shall be with a harmonious whole, and that all the West Indian representatives will be able to give their adhesion to it. It would be ten thousand pities that an island of the progressiveness and increasing prosperity and importance of Trinidad should, for any reason, feel herself obliged to stand aside from an agreement of this kind. I recognize fully the position in which the representative from Trinidad finds himself in this matter, and I know the views that are taken of it by the commercial body in that large island. I know there are difficulties, but I trust it may be found possible to do something in that way and thereby bring in the colony of Trinidad, and at the same time smooth the way for the representatives of the smaller colonies, when they have to submit this agreement to their legislatures and obtain their assent to it.

Mr. PORTER.—There is not much for me to say on the subject, except to associate myself entirely with the words that have fallen from Mr. Chandler and Mr. Cameron. Cocoa is one of the vital questions in Dominica. There are only two really important articles of export from our island, which are placed on Schedule B, and both of these are now on the Canadian free list. Therefore, so far as Dominica goes, the advantage to us would be nothing whatever under existing arrangements. The export of cocoa from Dominica forms about twenty-two per cent of the exports of the island, and although a large portion of that goes to the United Kingdom, we would very much like to get an entry into the Canadian market and have a large proportion of our cocoa used here. Dominica produces 1,000,000 lbs. of cocoa per annum, which is one-third of the entire Canadian consumption. I join with the other representatives in urging the imposition of a small duty on foreign cocoa coming into Canada.

The following committee was appointed to draft a provisional agreement:—

Hon. Mr. White, Canada; Mr. Walcott, Trinidad; Dr. Chandler, Barbados.

Mr. FOSTER.—What have we to say now about this lumber item.

Mr. CHANDLER.—We simply drew attention to it for the purpose of discussion. If you think it is a big looking item, and you want it there, we will let it stay.

Mr. FOSTER.—I think we do.

Mr. CHANDLER.—Then let it stay. The amendment we suggested would not make any difference to the trade, but outsiders who do not understand it might think it does. Let the item stay.

Mr. CAMERON.—All these things that come from Canada and nowhere else, if we admit them free we are losing money on them.

Mr. FOSTER.—That is so, but you must also take into account that Canada is losing something on what comes from your country. We cannot arrange these things so that the loss will be all on the one side.

Mr. CAMERON.—I do not expect that.

Mr. FOSTER.—And we have given you a preference for a great many years, and we propose to continue it. Of course, all this means a loss of revenue to us.

Mr. CHANDLER.—Well, we will let that item about the lumber stay.

Mr. FOSTER.—Now, about this question of soap, we have not concluded on that yet.

Mr. CHANDLER.—I do not see how we can ask you to strike out soap, as far as Barbados is concerned. I notice that Canada is just entering into the race for our business in soap. Most of the soap comes from the United Kingdom, but Canada last year got her nose in and began with 8,000 lbs. We got 120,000 lbs. from the United States, and I suppose you want to get that 120,000 lbs. of trade.

Mr. FOSTER.—Yes.

Mr. CHANDLER.—Although we are going to lose a tremendous lot of revenue over it, I do not see how we could fairly ask you to strike soap out.

Mr. WALCOTT.—I will make the same remark for Trinidad.

Mr. FOSTER.—Now, what is your objection to leaving in the item, 'Boots, shoes and slippers.' That is a very large industry with us.

Mr. CHANDLER.—You have not been able to reach us yet.

Mr. FOSTER.—We would like to reach you and sell you all the boots you can use.

Mr. CHANDLER.—Last year we got £10,000 worth of boots from the United Kingdom and only £85 from Canada, while the value of boots coming from the United States to us was £6,777. There again, you have only just started in the race for our trade.

Mr. CAMERON.—In a small place like mine, we took £2,082 in boots and shoes from the United Kingdom, £2,873 from the United States, £392 from other countries, and only £75 from Canada.

Mr. FOSTER.—Our manufacturers of boots and shoes and slippers would say there is a chance for them in your market, and they would want a little preference from you.

Mr. WALCOTT.—There is very little comes to Trinidad from Canada in the way of boots and shoes, but I am quite willing to give Canada a chance in that line.

Mr. CHANDLER.—In fact we are willing to give you a good deal if you put a small duty on foreign cocoa, and if in paragraph 2 you make that four and a half cents on sugar, six and a half cents.

Mr. FOSTER.—Let me say one thing, and it is this: you are looking only at one side of it when you are expressing fear as to some loss of revenue. Now, we would not be at this thing at all, unless we thought it would be a great help towards the development of both countries, and a little loss of revenue should not weigh in the balance, on either side, against the chance which the West Indies will have for great and growing development. We must not close our eyes to the general prosperity which we hope to see stimulated throughout the West Indies and which will enable a man to say: my pocket is fuller than it was before, and I am quite willing to pay a little more. We are here as patriotic business men: I am glad to find that that is the spirit that is actuating all of us.

Mr. CHANDLER.—We all realize that we expect benefits outside of this trade agreement altogether.

Mr. FOSTER.—We in Canada are very kindly-minded towards the people of the West Indies. We do not enter into this thing solely with the object of getting some money benefit from it; we believe that by it the prosperity of both countries will be greatly enhanced.

Mr. CHANDLER.—We all appreciate that.

Mr. FOSTER.—Now, when can we get this memorandum with reference to the articles in Schedules A and B?

Mr. WHITE.—I think that Mr. Chandler and Mr. Ross of my department and Mr. McDougald could get together this afternoon and come to some agreement.

Mr. CHANDLER.—Are we to hope that arrowroot will be put on your free list?

Dr. REID.—That might interfere with the starch industry in Canada. There would seem to be no reason why a person importing that as arrowroot could not put it in packages and call it starch, and if that were done it would interfere with our starch manufacturers.

Mr. CHANDLER.—I do not think that result would follow.

Mr. FOSTER.—Now, to-morrow morning when we meet we will take up the steamship and cable matters. Probably we will only be able to deal with the cable question.

Mr. WHITE.—I wonder what we can hope to accomplish there.

Mr. FOSTER.—We can talk it over and decide what should be done. The Royal Commission was strong in pointing out to the mother country that she must not leave her children alone, that she cannot try to get out of her obligations to the people of the West Indies. Expressing my own individual view, and so far as I am concerned, I will say that Canada is quite willing to do her share towards improving both the steamship and the cable communication with the West Indies. We may, after talking the matter over, come to a conclusion as to a resolution to be passed by this conference, giving our views of the situation, and putting it in such a way as

to convey to the British Government what we think they should do, not in detail, but as to the importance of assisting both the West Indies and Canada with regard to cable and steamship communication. It might have some influence with the British Government, which does not seem to have paid very much heed so far to the report of the Royal Commissioners. It might be well to take up the report of the commissioners in that regard if we thought it wise to do so.

Mr. WHITE.—It is a matter that we will have to consider very carefully.

The conference then adjourned until ten o'clock to-morrow, morning.

FOURTH DAY.

OTTAWA, Wednesday, April 3.

The conference resumed its deliberations at ten o'clock this morning.

The Hon. Mr. Foster presided and all the delegates, except the Hon. Mr. White, were present.

Mr. Foster announced that Mr. White was unfortunately suffering from a severe cold, but that he hoped to be present to-morrow.

CABLE COMMUNICATION.

Mr. FOSTER.—On the matter of steamship and cable communication, we have no special instructions. My idea is that now that we are all here, it is important that we should have an interchange of opinion upon these questions, and it may be that after our cogitations and interchange of opinions, the conference may deem it advisable to put their views in the shape of a resolution if we can agree upon one which would set forth what we think ought to be done. That might be forwarded to the Secretary of State for the Colonies, for the information of the British Government. That is the idea that has been running through my mind.

Mr. Foster then read the report of the West Indies section of the committee on cable communication. (See pp. 33-34 for this report).

Mr. FOSTER.—From this report, it would appear that if a new cable were the preferable scheme, the contribution which might possibly be available within a limited time would be about £10,300 from the West Indies alone. Then there is £8,100 given formerly by the Imperial Government to the Halifax and Bermuda Cable Company, and which was not renewed after its expiry in 1910. If that were revived it would bring it up to £18,400, which is pretty close up to the £22,500. Gentlemen, that is the report of the West Indian section of the committee. I do not think the Canadian section has yet had an opportunity of looking into the matter. I suppose if that scheme were considered a good scheme by the islands, it might be possible they could extend these subsidies a little. They would likely put on a little spurt for the sake of getting added facilities. I would like to have a little conversation on this matter amongst ourselves.

Mr. CHANDLER.—I cannot pledge the government of Barbados in any way, but I may say that at a meeting in the Commercial Hall of the Chamber of Commerce before I came away, they were very strong on this point. We used to give £2,500 a year, and the service was so unsatisfactory that they deducted £1,000 and only gave £1,500. It was impressed upon me by the Chamber of Commerce, and they would use what pressure they could on the government to the effect, that if we got a better service and a reasonable reduction as to rates, they would advocate putting back the subsidy to the original £2,500. Anyway, under those improved conditions, they would give £500 more and they might go back to the £2,500. If Demarara and Trinidad would behave in the same way, they would materially assist us.

Mr. WALCOTT.—The Trinidad Government used to give a subsidy of £6,000 a year, which was reduced to £3,000, also on account of the very unsatisfactory service. We would no doubt be in the same position as Barbados, and in the event of our getting a satisfactory service, the Trinidad Government would probably be willing to increase the subsidy.

Dr. REID.—Was it unsatisfactory on account of the rates only?

Mr. WALCOTT.—Everything; bad service, breakages in the cable, and rates.

Mr. REID (British Guiana).—The cable is breaking all the time and is nearly worn out.

Mr. CHANDLER.—And the news they sent us simply consisted of the headlines of the New York 'Herald.'

Dr. REID.—And you believe it would require a new cable?

Mr. REID (British Guiana).—I should think so.

Mr. ROXBURG.—An all-red cable.

Mr. CAMERON.—We would need a cable with branches to the smaller islands. The service is now operated by the West Indian and Panama Company. I know that the Halifax-Bermuda Company made an extension in 1898 from Bermuda to Jamaica, via Turk's Island, which resulted in an immediate reduction in the rate to three shillings per word and a half-rate for government messages. I understand that if they undertake, in the event of the withdrawal of the subsidy from the West Indian and Panama Company, by the larger islands, which constitutes the bulk of the money which is paid, and there being any difficulty about that company retaining and working its smaller connections on the smaller islands, that if any connection falls out in the smaller islands they will step in and undertake to keep it going. That, of course, is a very important consideration for the smaller islands, as it would give them cable connections. Although in some quarters wireless connection is spoken of, it can only be looked upon as a very useful auxiliary to the cable. The smaller islands would feel at a loss if they subscribed to anything which would take away from them the facilities they now enjoy of cable communications right through to each island.

Mr. FOSTER.—I suppose if there was communication with the smaller islands, the smaller islands would be quite willing to transfer their subsidies.

Mr. CAMERON.—Yes.

Mr. FOSTER.—What about British Guiana?

Mr. REID (British Guiana).—We used to give a subsidy of £4,500 per annum, and for the same reason as Trinidad and Barbados we reduced the subsidy to £3,000, which is the existing subsidy. It is quite likely the legislature would be agreeable to advance the subsidy again, in the event of a good service being given at a cheaper rate. We pay seven shillings a word now to England from British Guiana.

Mr. CAMERON.—The rates are monstrous.

Mr. FOSTER.—On the basis of the three large islands, if they gave the amounts they formerly gave, you would have a subsidy of £13,000, which would leave £9,500 to be provided to make up the £22,500. Then, if these side arrangements were made, there would be quite a little substantial addition, may be £2,000 or £3,000.

Mr. WALCOTT.—I do not think it would be quite safe to estimate that Trinidad would go back to the £6,000 subsidy. We have cut it down to £3,000.

Mr. CHANDLER.—Well, we will put you down at £5,000.

Mr. WALCOTT.—Conditions have changed since, and in estimating the probable revenue for the cable system, I do not think it would be safe to say £6,000 for Trinidad.

Mr. FOSTER.—It would be quite safe to say, I suppose, that a larger contribution would be given.

Mr. WALCOTT.—Yes.

Dr. REID.—Has Mr. Rippon made more than one proposal?

Mr. WYATT.—The other scheme is to buy out all the cables existing, but the British Government have thrown that out altogether, and we have to fall back on this other scheme then.

Mr. CAMERON.—There was a proposal that the British Government should buy out all these cables altogether, and then that a company would work them. There is a third suggestion which is in the line of a guarantee. The company would lay the

cables and make all connections, provided that some one guaranteed a minimum return.

Mr. WYATT.—The whole information is attached to the report.

Mr. CAMERON.—There is a guarantee scheme, whereby if a certain amount were guaranteed they would undertake the work, and it would be up to the government to make good any deficiency on the guarantee. Of course, if the traffic so increased, as there is reason to expect it might, that the scheme would pay for itself, the colonies would not have to pay anything at all, but that is in the nature of a speculative proposition.

Mr. WYATT.—That guarantee scheme was considered by the four members of the committee, and after the experience of the Trinidad Dock Company guarantee, it was decided to ignore it altogether.

Mr. FOSTER.—To ignore the guarantee system?

Mr. WYATT.—Yes.

Mr. FOSTER.—What was the history of the Trinidad Dock guarantee?

Mr. WYATT.—The government guaranteed the payment of interest to the Trinidad Dock Company, and ultimately they had to take it all over.

Mr. FOSTER.—Of course it has the element of being an unknown liability. I suppose you have seen what the British Government said with reference to it. This is a despatch from the Colonial Secretary which, no doubt, your government has received:

> With reference to proposals for improved telegraph communications—these proposals contemplate the acquisition by the state of several cables owned by the cable companies operating in the West Indies, the duplicating of certain cables, and the provision of wireless stations supplementing the cable system. The proposals have been very carefully considered by my expert advisers, and in the face of their adverse report I cannot avoid the conclusion that neither the present possibilities of the traffic nor the circumstances generally warrant the expenditure of the very considerable sums which would be involved in carrying out the suggestions of the Royal Commission. I propose, however, to take into consideration some smaller schemes for the gradual extension of the communication by wireless telegraphs between adjacent colonies, and for this purpose I hope it will be found possible to make use of ship to shore stations, which it is contemplated to erect on the several islands.

Mr. FOSTER.—Then there is attached to this a resolution of the Manchester Chamber of Commerce; there is a summary of the operations and results of the wireless, and there is an analysis of the Royal Commission's report. The report of the Royal Commission first dealt with the question of all the existing lines, and then there is a second proposal which throws some light on it, and which I will read:—

> 2. The second proposition is to lay the Bermuda, Barbados, Trinidad and Demerara cables and erect a 'Ship to Shore' wireless at Barbados, at a cost of about £250,000.
>
> If this amount was raised by either one or all of the Imperial, Canadian and West Indian Governments, the capital cost on a 50 years' basis of say 3 per cent and 2 per cent for amortization would be £12,500.
>
> The traffic on these lines would probably reach about 200,000 words. The rate could be fixed to meet the low capital charge of £12,500, and working expenses, &c., say about £10,200, altogether £23,000 to £25,000, and the working of the lines could be arranged for with the existing companies. In the improbable event of the revenue not reaching the above sum, the various governments could meet deficiency from existing subsidies, and if the revenue exceed expenses, the surplus could be applied to reduction of rates, wireless or other extensions, and reserves.

3. If others are to carry out the work, the cost in subsidies to the governments would be £22,500 a year for 20 years as the capital could not be raised for a West Indian cable enterprise without it. Against this sum, there is to be placed the present subsidies now paid by Barbados, Trinidad, and Demarara of £7,500; they were formerly £13,000.

There would be a fixed maximum of 3s. 2d. between the above islands and Halifax, and in all cases there would be a direct cable service with low rates for ordinary press and inter-island telegrams and a press service suited to present day requirements. The new cables would land on British territory and be placed on a suitable bed of the ocean.

The maintenance of communication to all the smaller islands by the most suitable method would be secured, whichever of the above schemes be adopted.

Mr. FOSTER.—I am not an expert on this, but it seems to me to be bad business to go to work and buy out a lot of old worn-out cables, which seem to break every hour, and which would have to be practically renewed.

Several of the DELEGATES.—Hear, hear.

Mr. CHANDLER.—Then, the West Indian Company are under perpetual contracts with the Cuban submarine and certain American lines which tie them up. The question, it seems to me, is if Barbados, Trinidad and British Guiana would find £11,250 out of the £22,500, whether Great Britain would find £5,625 and Canada £5,625.

Mr. FOSTER.—That is a point we should place before Mr. Lloyd-George; I see he had a surplus of about $32,000,000 this year.

Mr. CHANDLER.—I am afraid the most difficult point of the whole scheme it to get that £5,625.

Mr. FOSTER.—I do not see how the British Government could refuse if the Islands would put up their very best case, and if Canada would join. I do not speak at all as binding my government, but if Canada were to find herself in a position to do a certain part of it, it strikes me that you could make a very strong appeal to the British Government to come to your aid.

Mr. CHANDLER.—Not the present British Government, sir.

Mr. FOSTER.—Well, governments change; we have examples of that here. If our trade arrangements come to a head, and if we make a trade agreement which will necessitate constant communication between our merchants and business interests generally, there will have to be improvement in the telegraphic communications, and personally I should be very glad myself to place this matter before the Canadian Government. I think the first duty is for us to make ourselves pretty sure as to which is the better scheme. There does not seem to be much of a difference of opinion in this conference with reference to it.

Mr. CHANDLER.—They are trying to get out of it by talking about this wireless. That may be all right in twenty years' time, and it is good enough now as an auxiliary service, but as to certainty, it amounts to nothing with us.

Mr. REID (British Guiana).—The nearer you get to the equator the more uncertain the wireless becomes. The atmospheric changes disturb the service in some places there.

Mr. CAMERON.—The experience has not at all been satisfactory; it is very uncertain.

Mr. REID (British Guiana).—The cable companies do not seem to be afraid of the wireless.

Dr. REID.—I see that the report says that the present cable service has been interrupted for months at a time?

Mr. FOSTER.—Mr. Rippon, in his report, states that the bed on which these old cables are laid is less suitable than other places that might be selected. He says it is a very rough bottom and there are other circumstances in connection with it which puts them at a disadvantage.

Mr. CHANDLER.—A new company would profit by the experiences of the old company and know where to avoid difficulties.

Mr. FOSTER.—Exactly.

Mr. WALCOTT.—The difficulty between Trinidad and Demarara is owing to some acid in the water which eats off the covering of the cable.

Mr. FOSTER.—Mr. Rippon's idea, with reference to that, was to lay the main body of the cable out away in a part where it is free from that, and in getting near shore where that effect is greatest, to protect the cable by modern methods. He says that difficulty can be confined to the shortest possible distance.

Mr. WYATT.—And the laying of the cable from Barbados to British Guiana, instead of from Trinidad to British Guiana, would obviate a great deal of that difficulty.

Mr. CAMERON.—In the annex to the report on cable communication, the whole position in regard to wireless up to the present date is set out in the following sentence:—

> Atmospherics, jamming, and other perturbances prevented the working to such an extent as to preclude the possibility of such a station handling the traffic of a station like Jamaica. The loss of the station on the year's working was over £600. The cost and working was on the most economical plan.

Mr. FOSTER.—I understand then that the system of laying a trunk cable with subsidiary connections attached, is the one which the West India delegates consider to be the proper one. I think we cannot do any more with regard to that at the present moment. Dr. Reid and Mr. White and myself will take this report up and consider it and have something to say about it by the time we come back. In the meantime, some one of you might draft out a kind of exposé of the thing in the way it appears to you, along the lines we have just discussed. Then, it may be we can agree on this. I think we can agree anyway on the form of a resolution. I do not think we can do much more to-day, but before we meet again the Canadian representatives will take this matter up. Perhaps, Mr. Wyatt, you would think over it and draft a resolution which would set forth the views of your delegation. We will draw up a resolution, in the light it appears to us, and we may be able to compare our resolutions and get down to a common ground.

Mr. WYATT.—Our sub-committee would be in a peculiar position with regard to that until we know exactly what your views are.

Mr. FOSTER.—Very well.

STEAMSHIP COMMUNICATION.

Mr. Griffith (Chairman of the West India Sub-Committee on Steamship Communications) handed in the following report of the sub-committee.

Mr. FOSTER read the report as follows:—

> The West Indian section of the select committee appointed to report on the question of steam communication between Canada and the British West Indies regard the establishment of a suitable steam service as altogether essential for the successful maintenance and progress of a trade compact between these two places, and the drawing together of the two peoples.
>
> 2. The history of previous steam services and contracts dating from 1900 to 1910 is contained in the report of the Royal Commissioners on trade relations between Canada and the West Indies, Part XII, pp. 29 to 36.
>
> With the general views of the commissioners as there expressed the West Indies are in substantial agreement.
>
> 3. The service as performed in the past and the class of boats employed have been very far from satisfactory, and so far as passenger traffic is concerned, have

given no stimulus whatever to increased intercommunication, while in the matter of trade facilities there have been frequent complaints.

4. At the present time the position as regards payment of any subsidy is, that the Imperial Government have discontinued the subsidy formerly contributed by them alone. The West Indian islands make no contribution save that the islands of St. Lucia and St. Vincent which were excluded from the latest itinerary, recognizing the value of the connection and desiring to preserve continuity in the hope of an early more satisfactory adjustment of the matter, agreed in September last to jointly contribute at the rate of £800 per annum to secure the call of a boat every twenty-two days giving both cargo and passenger accommodation. Such arrangement being, however, binding only up to June next, at which date the present temporary contract with the Canadian Government for continued subsidy will, it is understood, expire.

5. The subject was discussed by the West Indian representatives and their advisers during the voyage to New York, and there was full consensus that no contract would be satisfactory which did not provide for a service to be performed by vessels specially built for the trade. Such vessels should be what are known as 'tween decks' boats, capable of *maintaining* a speed of at least 11 knots throughout the voyage, of from 1,600 to 2,000 tons net tonnage, with accommodation for 30 to 36 first-class and 20 second-class passengers.

That freight rates should be under control is a *sine qua non.*

That represents the minimum requirement of the present day. As to the itinerary, what is known as the St. Vincent plan, which commended itself to the Royal Commissioners, appears to have considerable points in its favour, although it is not improbable that some modifications in connection with the duration of the calls at the large islands in view of future trade developments may be necessary. Some revision from the practical steamship running point of view may also be found expedient.

6. With regard to the amount of any subsidy that it may be requisite to provide, it is unlikely that the West India colonies could at the present time put up any appreciable sum. The larger islands are already paying very considerable subsidies for the Royal mail steam packet companies, ocean and intercolonial services, amounting in the case of Trinidad to £18,000 and British Guiana, £7,700, and Barbados £4,000, while these smaller colonies are all contributing within the full limit of their existing revenual capacity, and these obligations are an enduring quantity until at least the year 1917.

7. In the absence of any assistance, therefore, from the Imperial Government in this connection the question becomes a very difficult one, and in view of this fact and the strong representations of the Royal Commissioners on this subject (vide paragraphs 155 and 160 of their report) it can but be hoped that the latest decision is open to consideration.

8. It may be well to mention that Mr. A. H. Harris, of the Canadian Pacific railway, at a meeting of the committee of the representatives unfolded a project for the establishment of a first-class steamship service between Canada and the West Indies, including *inter alia,* due provision for passengers, mails and cargo, with guaranteed minimum ocean and railway rates, and with further tonnage to lift any surplus cargo. Provided that details were satisfactorily drawn up on the lines set out by Mr. Harris and secured, the proposal appears to open up a wider prospect of advantage to both Canada and the West Indies than has yet been presented.

FRANCIS W. GRIFFITH,
Chairman,
EDWARD J. CAMERON,
H. B. WALCOTT,
JNO. J. COMACHO

Mr. FOSTER.—There are some points with reference to that, which, while the West India delegates are here, we might have a little conversation about.

Mr. GRIFFITH.—There is one point I would emphasize, viz., the size and the speed of the boats is based on our present and immediate requirements, but as soon as the agreement which we may come to here takes effect, and our trade is improved, we expect that boats of larger size will be necessary. The proposals in our report are based upon our immediate needs at the present time.

Mr. FOSTER.—You set out in this report that the vessels should have a tonnage of 1,600 tons to 2,000 tons.

Mr. GRIFFITH.—That is the net tonnage; they would carry about 4,000 tons dead weight.

Mr. FOSTER.—How do they compare with the cargo boats running from New York?

Mr. WALCOTT.—The Royal Dutch Mail Line boats call at Trinidad and Barbados. They have been specially built for the service, specially ventilated, and have very excellent passenger accommodation. We thought that boats of that size and class would be, at any rate for the present, most suitable for the service.

Mr. FOSTER.—And the tonnage mentioned here compares with the tonnage of these vessels.

Mr. WALCOTT.—Yes. In the event of their being such a service as that, the effect of our agreement will be the immediate transfer to Canada of a large part of the flour coming to the West Indies. Eventually, we will require a much larger boat than one of 1,500 or 2,000 tons. The Trinidad Shipping and Trading Company's steamers bring most of the foodstuffs to Trinidad, and they come with large cargoes to Grenada and Trinidad. They run from New York. They come down three time a month and they come with full cargoes each time. Trinidad taking on some occasions as many as 25,000 packages.

Mr. FOSTER.—And they have good passenger accommodation?

Mr. WALCOTT.—The passenger accommodation is not as good as the passenger accommodation on the Royal Dutch Line.

Mr. CAMERON.—They are not as large boats as the Dutch mail boats.

Mr. WALCOTT.—They only deal with Grenada and Trinidad, but it is contemplated that the boats proposed for us would deal with the other colonies.

Mr. GRIFFITH.—The Danish line has bigger boats but they have little passenger accommodation. They carry about 4,000 tons in dead weight. The Danish West India line have boats of 1,600 tons net register, from 3,300 to 3,500 tons dead weight.

Mr. CHANDLER.—My Chamber of Commerce say that the Scrutton ships and the Danish ships have been eminently satisfactory. They were built for the trade and they carry cargo in an eminently satisfactory way as compared with the Halifax steamers. On all hands the fact is impressed that the steamers must be specially built for this trade. These boats carry only three tiers of puncheons or so between decks and in that way they are able to carry their cargoes much more safely than the Halifax steamers.

Mr. FOSTER.—That is what you mean by the between-deck system.

Mr. CHANDLER.—Yes.

Mr. GRIFFITH.—In the other steamers the puncheons are loaded one on top of the other and they are liable to be damaged.

Mr. FOSTER.—I notice that you only provide for eleven-knot steamers and there is an idea here amongst a good many of our people that eleven knots is too slow.

Mr. CHANDLER.—We only put that limit in for economy sake. That, of course, is the minimum rate. We are afraid, if we made the steamers faster at the present time, it would involve a large amount of money.

Mr. FOSTER.—Yes; of course the cost increases greatly after you get above ten or eleven knots.

Dr. Reid.—What is the speed of the Quebec steamers from New York to Bermuda?

Mr. Comacho.—The *Bermudian* is fifteen knots and I believe the *Guiana* is fourteen knots. There is a regular line of cargo steamers which goes at from ten to twelve knots.

Mr. Griffith.—The Royal Dutch steamers do from thirteen knots to thirteen and a half knots in good weather.

Mr. Foster.—I would like to have the opinion of the gentlemen from the West Indies as to another possibility that is spoken of. The chairman of the committee speaks in his report of the St. Vincent plan. Is it possible to have what is called an intercolonial service; that is to make our line a trunk line service to distribute from one central point in the West Indies to the smaller islands? That, of course, would avoid the delay of interminable calls and give to the larger islands a very much quicker service, and a much better service. Could not the freight going to the smaller islands be taken care of by a smaller steamer. That point has been urged by a good many people as a good scheme on paper, but whether it could be carried out in practice is another thing.

Mr. Griffith.—It is a perfectly possible scheme and a perfectly good scheme, but the drawback to it is the increased handling of the goods. The goods shipped from Canada to the West Indies, under that proposal, would have to be transhipped at say Trinidad or Barbados into an auxiliary steamer. The increased cost of handling would, of course, increase the cost of freight to a certain extent. The process of handling would also result in considerable damage being done at times to the goods that are in transit. I do not consider there is any insuperable difficulty in that respect and I should think that the scheme would be a perfectly practicable one. It is a scheme that is in practice at present by the Royal Mail Steam Packet Company, which brings goods from all parts of Europe, picking them up at Southampton and transhipping them at Trinidad for British Guiana and the other islands.

Mr. Comacho.—The objection of the smaller islands would be to the transhipping of the cargo. The class of cargo handled by the Royal Mail steamers is of a different class from that which would be handled between the West Indies and Canada. We would ship sugar in bags to Canada, and the more you handle them the more they get torn and leak. There is considerable objection to that in the smaller islands. Cargo coming to us from Canada would be lumber, for instance, and the more it is thrown about and handled the more damage is done to the boards and planks. Even now, some of this cargo is landed in bad condition, although it comes direct. Then, with regard to molasses, I do not know how you would tranship the molasses. That would be a very difficult question and the shippers would growl a good deal about it.

Mr. Foster.—I asked my department to give me a statement as to the subsidies we pay, and I find it to be as follows:—

SESSIONAL PAPER No. 55

WEST INDIES STEAMSHIP SUBSIDIES.

STATEMENT showing amounts paid on account of steamship subsidies to Cuba, Jamaica and the West Indies, from the fiscal year 1889-90 to 1911-12, inclusive.

Fiscal Years.	Cuba.	Jamaica.	West Indies and Paid by Canada.	Demarara Paid by Great Britain.	Total.	Grand Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1889-90		14,350 00	35,000 00		35,000 00	49,350 00
1890-1	9,999 99	15,000 00	38,350 00		38,450 00	73,449 99
1891-2	20,000 00	15,000 00	60,000 00		60,000 00	95,000 00
1892-3	18,333 33	13,750 00	65,000 00		65,000 00	97,083 33
1893-4	21,666 66	15,000 00	60,000 00		60,000 00	96,666 66
1894-5	20,000 00	15,000 00	62,000 00		62,000 00	97,000 00
1895-6		15,000 00	65,000 00		65,000 00	80,000 00
1896-7		15,000 00	63,000 00		63,000 00	78,000 0
1897-8		15,000 00	63,000 00		63,000 00	78,000 00
1898-9		15,000 00	63,000 00		63,000 00	78,000 00
1899-1900		15,000 00	63,000 00		63,000 00	78,000 00
1900-1		15,000 00	65,700 00	65,7000	131,400 00	146,400 00
1901-2		14,500 00	64,331 25	64,30125	128,662 50	143,162 50
1902-3		13,800 00	65,700 00	65,70 00	131,400 00	145,200 00
1903-4		13,800 00	65,700 00	65,70 00	131,400 00	145,200 00
1904-5		13,800 00	65,700 00	65,700 00	131,400 00	145,200 00
1905-6		13,8 0 00	65,700 00	65,700 00	131,400 00	145,200 00
1906-7 (9 mos.)		10,350 00	48,011 54	48,011 54	96,023 08	106,363 08
1907-8		13,860 00	63,510 00	63,510 00	127,020 00	140,820 00
1908-9		13,800 00	65,700 00	65,700 00	131,400 00	145,200 00
1909-10		13,800 00	65,700 00	65,700 00	131,400 00	145,200 00
1910-11	29,166 66		65,700 00	65,700 00	131,400 00	145,200 00
1911-12 to Feb. 28	16,666 64		60,225 00	16,425 00	76,650 00	93,316 64
	145,833 28	299,550 00	1,399,127 79	717,877 79	2,117,005 58	2,562,388 86

Department of Trade and Commerce,
March 27, 1912.

Mr. FOSTER.—It will be seen from this return, that the Demerara service, so-called, has had a lot of money expended on it, and it has been in very many respects a very difficult service. Whether the management has been all that it should be or not is a question, but the class of boats has not been satisfactory to ourselves and do not appear to have been very satisfactory to the people of the island. Yet the total expenditure amounts to a pretty large sum. It seems to me, from what consideration I have been able to give it, that for this service we need to put a stopper on all old vessels.

SEVERAL OF THE DELEGATES.—Hear, hear.

Mr. FOSTER.—It seems to me that we must actually build the vessels for the West India service and for that alone. Then, we want vessels that if possible can make a fifteen knot speed, and certainly a minimum speed of eleven knots is not too much to ask for a service which will be useful. Then, you want passenger accommodation with all the comfort and convenience of modern travel to cater for that trade. And, what seems to have been lacking in the past is a connection at both ends between the steamship and the commercial people from the centres of collection and distribution of the traffic. The service was there on the ocean, and the railway lines had nothing particular to do with it, and there has been great trouble in connecting the collecting centres in our own country with the consumers in the West Indies and difficulty in getting things to the West Indies as quickly as possible and as uniformly as possible. Then, the subject comes up of what seems to be almost necessary to my mind in that respect, and that is that we should have warehouses or depots at specific ports. Canada is a large country with long distances, and if a merchant down in the West Indies

telegraphs up for 100 barrels of flour, when the telegram gets to his agent it has to be sent to the manufacturer or the producer, and then there has to be talk backwards and forwards over long distances and time is taken up, there is delay and loss. I think the United States trade gains a great deal from the fact that it has its depot of supplies and that you can send on your order from the West Indies there and get back your goods quickly. From what has been said, I think there is a good deal in the argument that if we have direct communications, if the line of our trade runs on direct shipments, that it will have the direct effect of transferring a number of the New York houses that deal largely with Canadian goods, to Halifax, or Montreal, or St. John, and it will have also the effect may be of influencing our own people to go into that business at these places. Of course, that all makes a programme that is pretty ambitious and requires money to carry out. It is undoubtedly for the mutual advantage of Canada and the West Indies, and of course we would feel glad if we could have co-operation in the matter of steamship communication as well as in other respects. In this respect, you do not hold out much hope for any financial assistance at present.

Mr. CHANDLER.—Not immediately. We are paying a large subsidy to the Royal Mail until 1917.

Mr. FOSTER.—There is an ambitious scheme also, which does not look so improbable, when you come to go into the details, and that is as to whether or not the West Indies could not have a connection with the old country, via Canada, which could be so developed that with the proper kind of steamships to cross the Atlantic and proper steamers between the West India islands via Halifax or St. John, such a scheme might work out satisfactorily. We have vessels now which run across the Atlantic at eighteen knots and they make a pretty good passage. We probably will have vessels in the course of a few years which will make the passage at twenty knots. I think there is no doubt in the world but that in a few years we will have twenty knot vessels running between Canada and the motherland. If we get fifteen knot vessels between the West Indies and Canada, then the establishment of a connection between the West Indies, Canada and the old country does not look so improbable. If a satisfactory service could be arranged in that way it might divert a certain amount of the help which is now expended on these other services, and which Great Britain also expends on them, towards the establishment of a quick route by way of Canada, and thus we would be killing two birds with the one stone. Some of our large interests are quite in favour of a scheme of that kind and quite think that it could be carried out. Whether you people in the West Indies, who for a long time have had a certain route of communication with the old country, would be disposed to fall in with that idea is another thing, and I suppose you would not want to do it unless you got a real advantage from it. Of course, it is well understood that we are not going against our loyalty should we change our service in that respect, because we are all loyal and we are all British and we are all working in one with the other. The only point remaining then is to see if we could get as good a service that way as we can on the whole, and it seems to me that the tendency would be in that direction rather than in the other. These are all good things to think about and to talk about, but it remains for practical men to put them into effect.

Dr. REID.—Has Mr. Harris made any proposition for any new boats on the West India route?

Mr. WALCOTT.—I understood Mr. Harris to say that if they put on a line to the West Indies they would put on new boats specially built for the trade.

Dr. REID.—Making how many trips?

Mr. WALCOTT.—He suggested a ten day service.

Dr. REID.—How speedy would these boats be?

Mr. WALCOTT.—The boats he suggested would be boats of 5,000 or 6,000 tons and fourteen or fifteen knots speed. Then, he would put on first-class steamers to connect with the smaller islands.

Dr. REID.—Did he say what subsidy he wanted?

Mr. WALCOTT.—He did not go into that and did not make any proposition as to that. His idea was that in addition to going down to the West Indies he would stop at Boston so as to take up passengers there and run to Barbados, Trinidad and Demerara.

Dr. REID.—Was his idea to run from Halifax to Boston?

Mr. WALCOTT.—Yes, his idea was to call at Boston on the way down and the way back so as to take up tourists.

Dr. REID.—And they would be new steamers?

Mr. WALCOTT.—Yes. All the lines running to the West Indies have found it necessary to build special boats for the trade. They are now all building their boats suitable for tropical service.

Dr. REID.—How many boats would it take to make a ten days' service?

Mr. WALCOTT.—Three boats at least, and then there would have to be a special boat in the West Indies to serve the smaller islands; there would be an intercolonial boat.

Mr. CAMERON.—That idea is on the trunk line basis.

Mr. WALCOTT.—The Royal Mail steamers come to Barbados and then go to Trinidad. They are met there by two intercolonial boats, one to the Leeward and Windward Islands and another to Demerara, while the main boat goes on to Jamaica.

Dr. REID.—That seems to be a good service.

Mr. WALCOTT.—It is a very excellent service. In reply to Mr. Comacho, I do not think there would be much difficulty in transferring Canadian cargo. We do a considerable amount of transferring of American cargo for Venezuela. It is transhipped in Trinidad, stored in the customs warehouse and carefully handled, and very little is lost so far as the American stuff goes. I admit, however, that there would be considerable difficulty in transferring molasses and sugar from the intercolonial boat to the trunk line boat.

Dr. REID.—The objection to that would be that we would be subsidizing a line of steamers that would call at Boston.

Mr. WALCOTT.—Of course, Mr. Harris' idea was that in addition to getting the Canadian passenger traffic he would also get the American tourist traffic to the West Indies, and that would be a great benefit to the West Indies.

Dr. REID.—But it might divert trade to American channels.

Mr. WALCOTT.—Oh, no, there would be no cargo taken on or put off at Boston.

Mr. FOSTER.—His idea would be to get some of the passenger traffic which now goes via Boston or New York.

Dr. REID.—And you would prevent him taking cargo there.

Mr. FOSTER.—He would be prevented under any contract that might be made.

Mr. CAMERON.—The idea of Mr. Harris is to advertise the West Indies very extensively if his company took the matter up.

Dr. REID.—Oh, that would be all right; the only difficulty I had in my mind was as to him taking cargo on at Boston.

Mr. CAMERON.—That would be ruled out; it would be only a passenger call.

Dr. REID.—And they could not carry freight from the West Indies to Boston.

Mr. CAMERON.—Not if the contract said they could not.

Mr. WALCOTT.—He says he would require a subsidy sufficient to cover the insurance on the vessels.

Dr. REID.—How much?

Mr. WALCOTT.—About from £20,000 to £25,000 from the West Indies.

Mr. GRIFFITH.—That is in addition to the sum he would expect from Canada.

Mr. FOSTER.—I understand he also raised another point in connection with that, and it is that in the winter season, for fruit, and banana shipments especially, intended for the Canadian market, they should be taken via a United States port, owing to the rigours of our winter climate. But the main point was that he should

be allowed to go to Boston to take up passengers. The idea, of course, is to put on a service which will carry as many people and as much traffic as possible to and fro, between the two countries. It is, of course, materially in the interests of the finances of a steamboat company to take up as many passengers as possible, and it may be a point for both of us to consider as to whether that should not be allowable for a certain number of years. That is a matter of detail, however.

Mr. GRIFFITH.—I do not think there would be any objection on the part of the West Indies to boats running to Boston. It would give the passengers a quick means of transit between the United States and the West Indies generally.

Dr. REID.—I think it might have the effect of preventing any passenger traffic between Halifax and England, from the West Indies. If they were landed at Boston they would take the steamer from there or go on to New York.

Mr. CAMERON.—It would offer an inducement for people to come to the West Indies by these steamers. In the case of passengers from the interior of Canada even, it would enable them to go to Boston and avoid the extra distance and the rough sea. It would be an additional incentive to passengers to take the journey to the West Indies.

Dr. REID.—Of course, the passengers would not go to Halifax, nor would they take a steamer from Montreal to the West Indies, but I am afraid the Halifax people would object a little to that proposal.

Mr. FOSTER.—That is merely a matter of detail.

Mr. CAMERON.—One of Mr. Harris' suggestions was that there might be additional cargo steamers to lift any surplus cargo. I do not know whether he could in any way put on something that would obviate this particular sugar and molasses freight difficulty. Of course, steamers of the kind he speaks about have the great advantage of having an immense corporation advertising the advantages of the West Indies, which would be of enormous benefit to us; a much greater benefit than anything that has ever yet been undertaken.

Mr. GRIFFITH.—And that line of steamers would be in touch with the Canadian railway systems.

Dr. REID.—Of course, the Canadian Pacific Railway Company would advertise you all through Canada, and all their agents all over the country would be working up trade between Canada and the West Indies.

Mr. CAMERON.—There are enormous possibilities for the West Indies in an arrangement of that kind. I believe it would have the effect of developing trade in a manner that is not possible at present.

Mr. FOSTER.—I suppose we had better leave this, as we left the cable and telegraph matter; we will think it over and when we meet again if we can form any resolution which will state our views we can submit it for the consideration of our respective governments.

Mr. CHANDLER.—If the West Indies are willing to pay anything at all, they would be willing to pay it to induce an organization such as the Canadian Pacific Railway to come to the West Indies. Everybody would recognize the fact that it was of enormous importance to be dealing with a concern that if it dropped a few thousand dollars a year it would not make any difference to them, instead of dealing with a concern to whom the loss of a few thousand dollars a year would make an enormous difference.

Mr. FOSTER.—That would be an ideal system if you could get it under proper control. It would be a great thing to have such an organization interested in the West Indies; it would stimulate everything down there. It certainly would stimulate the tourist traffic. Very few of our people now go to the West Indies, whereas a great many would go down if the advantages of such a trip were advertised.

The conference adjourned until to-morrow.

FIFTH DAY.

OTTAWA, Thursday, April 4, 1912.

The conference resumed its deliberations this morning.

Hon. George E. Foster presided.

All the other members of the conference were in attendance.

Mr. FOSTER.—I think this morning we are ready to take up the agreement. The Canadian members of the conference have had an opportunity of looking over the matter, and we are about prepared, I think, to come to a conclusion.

Mr. PORTER.—I understood yesterday that the delegates were prepared to put in memoranda explaining their reasons with regard to their request in reference to certain articles. It seems that one comprehensive memorandum was put in by Mr. Reid.

Mr. FOSTER.—We understand that covered all the ground.

Mr. PORTER.—I have prepared a memorandum which I would like to put in, explaining the position of Dominica, which is exceptional. It comes in the category referred to in paragraph 91 of the Royal Commission's report.

Mr. FOSTER.—We will now consider the draft agreement, which we have arrived at, as amended. We have taken paragraphs 1 and 2 of the first agreement as they were at first. We have taken the first part of paragraph 2 and marked it 'A,' and then we have added the first proviso as 'B' and the second proviso as 'C,' with paragraphs 1, 2 and 3 added to proviso 'C.' It then reads as before us:

> On all duitable goods enumerated in schedule B, being the produce or manufacture of the Colony of , imported into the Dominion of Canada, the duties of customs shall not at any time be more than four-fifths of the duties imposed on similar goods when imported from any foreign country; provided that on raw sugar not above No. 16 Dutch standard, in colour, and molasses testing over 56 degrees, and not over 75 degrees by the polariscope, the preference in favour of the colony shall not at any time be less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees the preference shall not be less than ½ cent per 100 lbs.

With regard to 3 of (*c*) we propose that it should stop at the words 'ten per centum ad valorem.' Then we have added sub-clause (*d*), which reads as follows:—

> The Government of Canada will not recommend, during the continuance of this agreement, to the consideration of the Parliament of Canada any extension of the time fixed by chapter 10 of the Acts of the Parliament of Canada, 1909, to wit. December 31, 1914, for the expiry of the operation of tariff item 135*b*.

Paragraphs 3 and 4 remain as they were. Paragraph 5 we have amended, by adding after the word 'colonies' on the second last line the words 'entitled to the advantages of,' so that it now reads:—

> The Government of Canada may provide that, to be entitled to the concessions granted in section 2, the products of the Colony of shall be conveyed by ship direct without transhipment from the said colony or from one of the other colonies entitled to the advantages of this agreement into a sea or river port of Canada.

Then I find here the following proviso with respect to the rates:—

Provided always, that the discretion herein granted to the Government of Canada shall not be exercised unless and until the Government of Canada has arranged and stipulated that, during such time as the St. Lawrence river is closed to navigation and access to the port of Montreal by ship or vessel is prevented, the rates of freight upon the transport of the goods enumerated in schedules B and C from such colony to the city of Montreal by way of a sea port of Canada shall not be greater than the normal rates of freight upon the like goods from the said colonies to the city of Montreal by any other route.

Mr. Foster.—We find it difficult to accede to that. We will discuss it when we come to it. Paragraphs 6 and 7 remain as they were before, for the present, but there may be a suggestion with reference to the term of the continuance of the agreement, in paragraph 7.

Now, in Schedule A, we are going to ask you to consider two things, and one is about the biscuit business. We would like very much to delete the words 'not sweetened' so as to allow our biscuits of all kinds to go in to the West Indies. Then, we are going to submit to you another item, namely, 'Linseed oil-cake, and linseed oil-cake meal,' for insertion in Schedule A. There is another point I want to submit to you on the item, 'House, office, cabinet, store furniture.' The question has been raised as to whether cash registers would come under that discrimination, as office furniture. We have some firms which are very largely going into the manufacture of cash registers, and I had a request from them that if possible they should be included. It might be subject to a little dispute as to whether cash registers would be considered office furniture. I submit that to your consideration.

In Schedule B, we have made a number of additions to that, as you will see by looking over your list. Then we have erected a new schedule in C to provide for cocoa beans and lime-juice in the line of the requests that have been made to us. I must say that we were very much impressed by Mr. Walcott's argument, and very much moved to sympathy with him and the cocoa trade in Trinidad as well as in Dominica, Grenada and St. Lucia, and we thought that by Schedule C we could grant some relief to that situation. We might as well go over this revised draft agreement and see if we cannot agree.

The first section is:—

1. On all dutiable goods, enumerated in Schedule A, being the produce or manufacture of Canada, imported into the Colony of the duties of customs shall not at any time be more than four-fifths of the duties imposed in the colony on similar goods when imported from any foreign country: Provided that on flour the preference in favour of Canada shall not at any time be less than 12 cents per 100 lbs.

This section was agreed to.

Section 2 of the agreement:—

2. (*a*) On all dutiable goods enumerated in Schedule B, being the produce or manufacture of the Colony of imported into the Dominion of Canada, the duties of customs shall not at any time be more than four-fifths of the duties imposed on similar goods when imported from any foreign country; provided that on raw sugar not above No. 16 Dutch standard, in colour, and molasses testing over 56 degrees and not over 75 degrees by the polariscope, the preference in favour of the colony shall not at any time be less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees the preference shall not be less than ½ cent per 100 lbs.

(*b*) On all goods enumerated in Schedule C hereto being the produce or manufacture of the Colony of imported into the Dominion of Canada there shall be no duties of customs; but on the like goods, when imported from any foreign country, the duties of customs shall not be less than those therein set out.

Mr. FOSTER.—After having very carefully talked this matter over, the representatives of Canada have come to the conclusion that it is desirable to keep as nearly as possible to the report of the Royal Commission in respect to the items of sugar duty, and we are fortified somewhat on that by having the matter looked into by a competent commission representing both countries with large opportunities, not only for taking evidence but also for forming an opinion for themselves. The fact that this has been before the public and others interested for some two years and has been, so far as I can see, pretty generally acceded to in principle, and that so far as I am aware no protests have come to us from any interests in the Dominion of Canada, makes the position with regard to that all the stronger. We are also somewhat political in our country, and the recommendation of the commission is made still stronger to us in that two members of that commission were members of the Canadian Government, and commanded the support of the Liberal party, which is one of the great political parties of our country. As far as possible, we want to keep this entirely non-contentious, and we think in reference to this matter that their recommendation should not be overlooked. I know that Mr. Chandler puts his case very carefully and very strongly, but I am sorry that we cannot at present see our way clear to go beyond the figures which are fixed in that section 2.

Mr. CHANDLER.—There is, I suppose, no use wasting any more time over it, but of course my contention is that the source from which these figures emanated never considered the claims of muscavado 89 degrees at all. The commission was thinking of and dealing solely with 96 degrees crystals, and the muscavado industry was never thought of by the commission or by anybody else. I believe that while fifteen cents for 96 test sugar is sufficient to direct the sugar this way, yet when it comes to muscavado they left it at eleven and a half, and from their own showing, with the difference of freight which they put down at nine or ten cents, the theory is that with regard to Barbados sugar some of it will find its way into the United States market. I was only pressing for a cent and a half more on a fixed amount, which would give muscavado a little bit of a lift as compared with 96 test sugar. Eleven and a half cents with the difference of freight between the two countries means very little margin. I suppose you could not lift one without lifting the other; if you lift us a cent and a half you would have to lift the other.

Mr. FOSTER.—We have to stand against pretty strong pressure on that.

Mr. WHITE.—The British Columbia refiners especially.

Mr. FOSTER.—Our refiners go on the principle, which they take as a piece of gospel truth, whether it is or not, that you people in the West Indies get all the preference.

Mr. WHITE.—If we are to repeal that twenty per cent provision, the British Columbia refiners will be deprived of that.

Mr. CHANDLER.—Fiji has jumped from twenty-six thousand tons to sixty-eight thousand tons, and in a very short time it will be 100,000 tons, which will fill all the requirements of British Columbia, because British Columbia is now only taking 50,000 tons.

Mr. WHITE.—I think these people have interests in Java.

Mr. FOSTER.—There is a complication of interests out there.

Mr. CHANDLER.—Fiji is able to supply all the wants of British Columbia. The capitalists are spending a lot of money in Fiji, and in a short time there will be 100,000 tons coming from that place.

Mr. FOSTER.—We have difficulty, on account of contracts that have been entered into, for sugar from Java.

Mr. CHANDLER.—But that is only a temporary condition.

Mr. ROXBURGH.—I cannot say how sorry I am about this. St. Kitts is at present almost entirely muscovado-sugar producing, and the difficulty which your government finds in meeting our wishes to increase the preference on muscovado is a rather serious thing for us. Of course, we appreciate your difficulty and we know you are willing to do whatever you possibly can for us, but it is perhaps right, with my instructions in my hand, that I should express my regret, my very great regret, that nothing better can be done for us.

Mr. AUCHINLECK.—Antigua is in a similar position to St. Kitts. We hope eventually to get out of the mire of muscovado, but in the meantime our people will suffer in the same way as the people of St. Kitts.

Mr. FOSTER.—There is the point that muscovado is a diminishing and not an increasing production, and there is also the point that we hope to have adequate steamship communications which will meet to some extent the conditions of the trade in muscovado, and improve them.

Mr. CHANDLER.—I hope so, because the freight difference is the real trouble.

Mr. ROXBURGH.—That will make all the difference in the world.

Mr. CHANDLER.—The real trouble is the freight, as there is a difference of nine cents in favour of New York, and against Canada, now, even by water. The freight to Montreal now by steamer is twenty cents, and the freight on all the steamers to New York is eleven cents. That, of course, makes a great difference. Even when the St. Lawrence is open there is a difference of nine cents, and when you come down to eleven and a half cents preference, if a man at New York wants sugar he will give the difference and get that sugar.

Mr. FOSTER.—We acknowledge your strong advocacy and you have put your case very well, but we are sorry we cannot comply.

Mr. CHANDLER.—Then there is no use wasting time. As I acknowledged frankly at the beginning, my instructions were not to object to these figures and I am simply doing the best I can. I feel, however, there is a grievance for Barbados muscovado,

Mr. REID (British Guiana).—It does not follow that the general rate in the tariff will be depressed so as to give us only the minimum as laid down in the agreement.

Mr. FOSTER.—That does not follow. We have not shown ourselves niggardly in that respect at all.

First portion of clause 2 agreed to.

Sub-clause 2 of clause *b* agreed to, as follows:—

On all goods enumerated in Schedule C hereto, being the produce or manufacture of the colony of imported into the Dominion of Canada there shall be no duties of customs; but on the like goods, when imported from any foreign country, the duties of customs shall not be less than those therein set out.

(*c*) The Act of the Parliament of Canada, entitled, 'An Act respecting duties of Customs,' assented to on the 12th day of April, 1907, as amended by chapter 10 of the Acts of the Parliament of Canada, 1909, shall, in addition to the amendments necessary to give effect to the foregoing provisions of this section, be amended as follows:—

(1) tariff item 135*c* to be repealed;

(2) tariff item 137*a* to be repealed;

(3) so as to provide that upon arrowroot, the produce of the said colony imported into the Dominion of Canada, the duties of customs shall not exceed 10 per centum ad valorem; and that upon arrowroot imported from any foreign country the duties of customs shall not be less than 17½ per centum ad valorem.

The main clause (*c*) was agreed to, and sub-clauses 1 and 2.

In reference to sub-clause 3.

Mr. FOSTER.—We do not like to put that in. It places too many difficulties in the way of general legislation which we are very loath to give up any more than is absolutely necessary. We have a large number of countries to deal with, and it might be that in the course of legislation we would some time want to deal with the duties and we would not like to be tied up in this way. I do not see any particular thing on the horizon now that would make us vary the present rate of duty of 17½ per cent and I do not suppose such a case will occur.

Mr. CHANDLER.—You have made fifteen into ten in favour of St. Vincent.

Mr. FOSTER.—Yes.

Mr. GRIFFITH.—Am I to understand it is not possible to look on arrowroot as one of the items that you will place in Schedule C? Our request was that St. Vincent arrowroot should be placed on Schedule C. Can we not come under that heading?

Mr. WHITE.—As I understand it, it may get confused with starch.

Mr. GRIFFITH.—They have to buy from us and send it to England and send it back here again to Canada. There are 600 barrels produced in Bermuda as against 30,000 barrels which can be produced in the West Indies.

Mr. WHITE.—Yes, but Mr. McDougald seems to think that arrowroot is in such a category as to be liable to be confused with starch.

Mr. REID (British Guiana).—Your chemists would be able to distinguish it from starch.

Mr. WHITE.—As I understand it there is a possibility of confusion.

Mr. GRIFFITH.—Surely you can have a certificate of origin and identification in the same way as with respect to sugar. Arrowroot is totally distinct in every way from any other starch. It is quite different even from cassava starch, which is also starch and which is not used for the same purposes.

Mr. CHANDLER.—St. Vincent is the one place that arrowroot comes from, and if it is entered from anywhere else than St. Vincent it would create suspicion at once. You can make customs inspection regulations to overcome that difficulty.

Dr. REID.—And if you put it on the free list others will have to be admitted too.

Mr. CHANDLER.—But St. Vincent is practically the only place in the world it comes from.

Mr. GRIFFITH.—I submit that it would be quite practicable to obtain a certificate of origin for all arrowroot that comes into Canada. I do not want arrowroot admitted into the Dominion at the rate we ask for, unless we are able to prove that it comes from the place we send it from.

Mr. FOSTER.—We will leave that stand until Mr. McDougald is present.

The conference then took up consideration of sub-paragraph (*d*) of paragraph 2, which reads:—

> (*d*) The Government of Canada will not recommend, during the continuance of this agreement, to the consideration of the Parliament of Canada any extension of the time fixed by chapter 10 of the Acts of the Parliament of Canada, 1909, to wit, December 31, 1914, for the expiry of the operation of tariff item 135*b*.

Mr. FOSTER.—That is a pretty drastic form to put it in.

Mr. WHITE.—I do not like the wording of that. I think it would be better if it read:—

> Nothing herein contained shall affect the operation of Canadian tariff item 135*b* until after the date of its expiry, December 31, 1914.

Mr. CHANDLER.—The other form gives us a distinct promise and this does not.

Mr. WHITE.—Let us see how that would work out. My idea is that if we did not mention this particular tariff item at all, and we entered into this agreement, in

order to keep our covenants under this agreement we would have to introduce legislation to repeal it at once. As this agreement stands, you are to have under clause 2 (*a*) on all dutitable goods enumerated in Schedule B a preference in your favour. What we do is this: we are making that subject to the provision of the tariff until it expires in 1914, and it seems to me that the instant it expires this agreement governs.

Mr. CHANDLER.—Provided you do not give effect to similar legislation on similar lines.

Mr. WHITE.—Would we not be prevented by this agreement from doing so?

Mr. CHANDLER.—That is a point on which we have some doubt. This in its present form was drafted in your department, and the words are much stronger than the words I suggested. I think myself it is a little rough. My words were: it being understood that this privilege might continue until 1914.

Mr. WHITE.—My opinion is that if we did not put in something, making the agreement subject to that tariff, we should be obliged at once to repeal it when this was proclaimed.

Mr. CHANDLER.—You will find that the beet men will not want you to repeal it at all. My opinion is that these beet men get all the privilege of 135*b*, and when they go on refining they will get their one-fifth at 37½ cents duty, and they will come to us for it. They will have to pay fifty-two elsewhere.

Dr. REID.—Then if you don't need it why mention it at all?

Mr. CHANDLER.—That is my view, but that is not the view of these other gentlemen here. They say they have come here with specific instructions to get 135*a* and 135*c* repealed. As those familiar with the subject who have considered it agree that there is a doubt about it they believe it is better to put it in the agreement.

Mr. FOSTER.—We want to remove any doubt, but this does not appear to be a proper form of words. We have the principle already affirmed of repealing the other twenty per cent.

Mr. CAMERON.—The objection is to putting it in this crude form.

Mr. FOSTER.—It is just this way: If this drops out on the 31st December, 1914, the whole matter of sugar refining with regard to any extension drops out; no refiner then can get in on the twenty per cent extension. The beet root stipulation is provided for up to 1914. The stipulation drops out then and all our refiners, by our provision made before, will be precluded from the twenty per cent extension.

Mr. CHANDLER.—Looking at it from a critically legal point of view, I do not understand how the date 1914 ever got into your tariff, because your Tariff Bill is an annual Act, and in this Bill you bind your future parliaments up to 1914. You might as well promise that your tobaccco duties would not be increased or that you would not have an additional duty on spirits. I don't see how the Act of Parliament of one year can bind future parliaments in respect of this tariff.

Mr. FOSTER.—Of course at any time we could repeal it, but it is an implied agreement that parliament would respect.

Mr. CHANDLER.—It is merely a moral promise.

Mr. WHITE.—One difficulty I have about this is, and I submit it for your consideration, under this very badly worded provision, would not the effect be under section 2 of the agreement to give you twenty per cent off this fifty-two cents until 1914?

Dr. REID.—That is what I have in view.

Mr. CHANDLER.—That is where Dr. Reid and myself are at one. I imagine that what would happen when this agreement comes into force would be this: You have a beet factory at Wallaceburg; it will do its four months' work on the Canadian beet refining and then it will look around for some raw sugar to carry on its operations. It will say to the Customs Department: I refined 10,000 tons of beets and I want 10,000 tons of raw sugar to carry on until the beet comes in again. Where will it get that 10,000? It will say: If I get this from Java or San Domingo I would pay 52½ cents, but as I am going to get this from a British country I will pay you 15 cents less and you must let this 10,000 tons in at 37½. Looking at it from that point

of view I do not see that it creates any hardship, but these gentlemen are instructed to ask for the repeal of these items in your tariff, and so far as I can see you are bound to repeal them in 1914.

Mr. WHITE.—We won't have to repeal them because they will expire.

Mr. ROXBURGH.—You won't renew them?

Mr. WHITE.—The reason I want this clause considered is that we want to provide against the contingency that has been discussed here. We want to let these men go on to 1914 to work this out, and at the same time we don't want to reduce you up to that period.

Mr. CHANDLER.—We are quite willing you should abolish it at once.

Mr. WHITE.—We could not do that, of course. This provision will have to be worded very carefully.

Dr. REID.—I thought something like this might be added:—

And section 2 of this agreement shall not apply in so far as section 135 (*b*) is concerned up to the date of its expiring.

Mr. WHITE.—This will have to be worded very aptly, because there is no doubt, from the legal construction of documents, that unless it were very clearly shown that the twenty per cent was not to be taken off the 52 cents to which these people are entitled the effect would be to give you a 37½ cent rate.

Mr. CHANDLER.—Undoubtedly.

Mr. FOSTER.—I think we will have to have a little legal advice on the drafting of this section.

Mr. CHANDLER.—It would be much better if you could repeal that provision altogether, but, of course, you cannot do that. I think the suggestion of Dr. Reid to be added to this agreement would meet the situation.

Mr. FOSTER.—We had better let the Customs Department draw up a wording for that.

Mr. WHITE.—We want to avoid any complication with regard to this beet sugar.

Mr. CHANDLER.—You do not give us any pledge that you will not recommend the continuance of any such arrangement.

Mr. WHITE.—Don't you think the agreement iteslf would prevent that?

Mr. REID (British Guiana).—I would think so.

Mr. CHANDLER.—You might make a provision that section 135 (*b*) shall continue on until 1915 or 1916. That would not do for us at all.

Mr. REID (British Guiana).—If they imported 1,000 tons of foreign sugar at the present preferential rate we would have to get 1,000 tons in at 15 cents less.

Mr. CAMERON.—If you allow that foreign sugar in at the preferential rate the British sugar must come in at the 15 cents below that.

Mr. CHANDLER.—I cannot understand what objection there can be to this with Dr. Reid's amendment.

Dr. REID.—We are only dealing with it up to 1914 and after that the treaty comes in.

Mr. CAMERON.—If you say that nothing herein contained limits the operation up to a certain date in so many words, it is implied that after that the thing lapses.

Mr. WHITE.—And when this agreement takes its full force and effect that is what will happen.

Mr. CAMERON.—That is my view of it.

Mr. WHITE.—I don't like the wording of it laying down that the Government of Canada must not recommend its continuance, and so on.

Mr. FOSTER.—I do not like that form either.

Mr. WHITE.—It might be said that it is understood that there shall not be an extension of the time as it is now fixed.

Mr. FOSTER.—And that thereafter during the term of this agreement similar legislation shall not be recommended.

Mr. WHITE.—It is a little more than that. In 1914 we want this tariff to stand without having to give the West Indies the benefit of the 20 per cent rate below the 52. It is a mere question of drafting, and Mr. Chandler can come to my office at half past two o'clock.

It was agreed that Mr. Chandler should meet the representatives of the Canadian Government and draft the wording for this clause.

ARROWROOT.

The conference then took up the question of arrowroot.

Mr. WHITE.—Mr. McDougald, what objection do you see off-hand to putting arrowroot in Schedule B? The difficulty Mr. Russell talks of was with regard to British importations of starch.

Mr. MCDOUGALD.—With what qualifications?

Mr. WHITE.—We have not considered what ground we might put it on. It has been suggested that arrowroot should be put in Schedule C with the two other items there, with a certain preference throughout the colonies.

Mr. MCDOUGALD.—The Department of Customs will not have any difficulty in putting it there.

Mr. WHITE.—Would any difficulty arise in confusing it with starch?

Dr. REID.—You mean to leave it in this schedule and in Schedule B as well?

Mr. GRIFFITH.—We want a preferential duty as against foreign countries.

Mr. MCDOUGALD.—The question of letting it in free is another question altogether, it might come into competition with starch.

Mr. GRIFFITH.—We cannot see where the question of competition would arise at all, because it is so different from other starches that there is no difficulty in detecting it.

Mr. MCDOUGALD.—There is no difficulty in detecting it, but it might take the place of other starch.

Dr. REID.—There is a very large percentage of the starch manufactured in Canada that goes to the cotton mills, and the arrowroot would simply take the place of that. It would mean letting in starch free to this country from your country where you have cheap labour and everything of that kind as compared with the cost of manufacturing it from corn here. It would come into competition at once with the starch made in Canada.

Mr. CAMERON.—Would arrowroot compete with that sort of starch?

Dr. REID.—Yes.

Mr. CAMERON.—Is it not merely a food?

Mr. GRIFFITH.—The quantity of arrowroot involved is not very considerable; our production amounts to about 30,000 barrels a year.

Dr. REID.—That 30,000 barrels would have the effect of interfering with our starch industry.

Mr. GRIFFITH.—As I say, our production would possibly be 30,000 barrels a year, and from 20,000 to 22,000 of that goes to the United Kingdom. We would consider that probably from 6,000 to 8,000 barrels would come into Canada. The cocoa manufatcurers of Great Britain purchase annually about 20,000 barrels. It is possible, of course, to produce a larger quantity, and I have known it to go to 29,000 barrels, and I think it might go to 30,000 barrels, but it would not go beyond that. What we want is to obtain a market in Canada for from 6,000 to 8,000 barrels of arrowroot, which is used principally by the manufacturers of cocoa. I do not think any quantity of that would take the place of the local starch in manufacturing.

Dr. REID.—Eight thousand barrels at 200 pounds to the barrel means 1,600,000 pounds. We have two starch factories in Canada, and if you admit that much starch into Canada you will close up one of them.

Mr. GRIFFITH.—Arrowroot costs about 6 cents a pound.

Dr. REID.—I understand it costs about 2½ cents.

Mr. GRIFFITH.—You could not buy it at less than 5 or 6 cents a pound. It could not come into competition with the ordinary starch in this country. If the price of the arrowroot went down to 2½ cents a pound they would stop growing it because they could not produce it at that price.

Dr. REID.—If you put starch on the free list I am afraid it might interfere with our trade.

Mr. FOSTER.—What Mr. Griffith wants is that his arrowroot shall enjoy a preference.

Mr. GRIFFITH.—I ask to have it put on the free list with a preference against foreign countries. May I read a paragraph from a memorandum furnished me at St. Vincent:

> Although St. Vincent welcomes the opportunity of closer trade relations with Canada, it must not be assumed that she would be unable to support herself without such nearer relations. Dependent upon two chief industries, cotton and arrowroot, the former of which articles is wholly exported and the latter almost wholly exported to the United Kingdom, she would continue to manage to pay her way. In the circumstances unless certain concessions were made to her by Canada for any reciprocity she could offer it would not be of advantage to her population to bind themselves down to purchase their main articles of diet and manufacture in what might be regarded as a limited market in comparison with the world-wide market which is open to them to-day, for this would be the practical result of reciprocity.

I submit this very strongly for your consideration. We are asked to make concessions to Canada and practically we get nothing in return, because unless arrowroot is put on such a footing that we can come into the Canadian market and compete with other starches that come in from abroad, say from the United States particularly, and which can be placed here at a lower freight cost, we shall gain nothing by the proposed agreement.

Mr. FOSTER.—If you get a preference on it won't that help?

Mr. GRIFFITH.—It depends on what the preference will be.

Mr. WHITE.—We must be very careful not to interfere with our interests here. It would be a serious thing if starch were affected.

Mr. GRIFFITH.—To shorten the matter I will ask you to make it 5 per cent ad valorem.

Mr. WHITE.—We will have to let that stand over.

Dr. REID.—If the sugar refiners get this starch, and get it cheap enough, they can turn around and make syrup or glucose.

Mr. GRIFFITH.—It is too expensive for that. You never will buy arrowroot less than 5 cents a pound in the west Indies.

Dr. REID.—The duty on starch is 1½ cents.

Mr. GRIFFITH.—I am told that the present current price of arrowroot is 6½ cents a pound and it is seldom below that.

Dr. REID.—I have no idea of the price of starch now, but I would not be surprised if it was 8 or 9 cents, because corn is very dear at the present moment.

Mr. WHITE.—Suppose we consider that between now and this afternoon.

Dr. REID.—It is a very important matter.

Mr. WHITE.—I don't see how we can put it on the free list in view of what Dr. Reid says. We will give you as substantial a preference as we can.

3. The concessions granted under section 2 by Canada to the Colony of shall be extended to all the other colonies enumerated in Schedule D for a period of three years from the day on which this agreement shall come

into operation, and at the end of such period of three years such concessions to the other colonies may cease and determine as respects any of the said colonies which shall not have granted to Canada the advantages set forth in section 1. This paragraph of the agreement was concurred in.

4. The Government of the Colony of may provide that, to be entitled to the concessions granted in section 1, the products of Canada shall be conveyed by ship direct without transhipment from a Canadian port into the said colony or by the way of one of the other colonies becoming parties to this agreement.

5. The Government of Canada may provide that, to be entitled to the concessions granted in section 2, the products of the Colony of shall be conveyed by ship direct without transhipment from the said colony or from one of the other colonies, entitled to the advantages of this agreement, into a sea or river port of Canada.

Mr. CHANDLER.—If the preference is not to be obtained unless the goods are sent direct, it may be that it would defeat the entire convention. It might occur that the steamship company or the railway company might take the whole preference, and I admit that it is a troublesome point. It goes to the root of the whole thing. At present the Dominion has been giving a subsidy to the Pickford & Black Line, and although I do not know what the terms of the contract are with regard to freight rates they must be pretty generous, because the rates go up and down with the current freight. Suppose we were tied up to some subsidized line of steamers the whole year round and that the freight rates were as they are now, and direct shipments were compelled, the steamship companies would get the benefit of the preference.

Mr. FOSTER.—We see that as you do. The freight goes both ways; our freights go out and we are very anxious to increase their volume, and your freights come in and you are anxious to increase them. Of course, neither of us would say there should be direct shipments unless we have some guarantee as to freight rates. That would have to be left to the good sense of the contracting parties. We would never subject our exporters of produce to the tender mercies of a steamship company between here and your ports and warn off every other avenue of carrying the freight unless we had these freight rates under our control. It would be suicide to do so.

Mr. CHANDLER.—The freights out and the freights back are different things now. The freights from Canada may be low and the freights back may be high, and, of course, you would be inclined to look only to your end of the line.

Mr. FOSTER.—It would be just as much to our interest to look after getting as cheaply as possible what we are buying as well as what we are selling. I do not believe we would make any arrangement with a steamship company which would confine our control of the rates only to the rates going out. Our control would be over the rates as a whole, going and coming.

Mr. CHANDLER.—What we are afraid of is, assuming the argument to be correct that we do get this 15 per cent preference, if we are practically tied down to one steamship line on the direct route during the winter months, that steamship company may take ten cents of that preference and give us five. That might be the result unless it is carefully looked after. As long as you get the sugar up here you don't care whether we get 5 cents, or 10 cents or 1½ cents; you want the sugar. Unless there is some very rigid provision as to rates of freight we are afraid that the ship owner will come in and take 10 cents of the preference and leave us only 5.

Mr. FOSTER.—We certainly never would subsidize steamers without having control of their rates both ways.

Mr. CHANDLER.—Of course what I say applies only so long as the St. Lawrence is closed to navigation.

Mr. WHITE.—You have no objection to it during the time Montreal is open?

Mr. CHANDLER.—None whatever. The moment the St. Lawrence river is open the freights will look after themselves and the law of demand and supply will regulate that.

Mr. FOSTER.—It would be impossible for us to make an arrangement with a steamship company unless we had control of these freights rates and I think we are just as much interested in these rates as you can possibly be.

Mr. CAMERON.—Suppose we say that this shall not have effect until there is a line of steamers with freight rates under control?

Mr. CHANDLER.—That is practically what this section is but it is very difficult to carry it out.

Mr. FOSTER.—We have mutual interests in this. Suppose we should limit this to our own freight rates only and had no care for yours the whole object of our coming together would be jeopardized. We know you would not be inclined to continue it if it were not successful, and we don't want to be getting together again and making other arrangements. We want to have it so that our interests shall be the same, and we want to do everything to ensure that this agreement between us will be a real and permanent thing.

Mr. CAMERON.—We must consider what appearance this agreement will have when it is placed before the various legislatures. They will not have the opportunity of sitting among you as we have here and hearing those broad-minded views expressed by you Mr. Foster, and your colleagues. They will only be able to look at the strict letter of the agreement and they may raise difficulties about it. Anything that can be put in this agreement should be put in so as to justify them in ratifying it.

Mr. FOSTER.—There might be a modified clause with respect to this.

Dr. REID.—Should we decide now that there is going to be direct shipments we are going to look after it and keep those rates down. Our interests in this respect are just the same as yours.

Mr. FOSTER.—You have to look at it in this light—whilst we would like co-operation from the West India Islands yet I suppose the bulk of the steamship subsidies will be provided by Canada. It seems to me that every interest will compel Canada to look after these freight rates.

Mr. CHANDLER.—Yes, but in making a contract for ten years with any steamship company you cannot expect to tie them down too tight because you never know what freights are going to be. There is nothing so fluctuating in this world as these freights. I do not know why it is but one year they are much greater than what they are in another year. When you come to make a ten year contract with a steamship company you cannot tie the company down to any fixed rates.

Mr. FOSTER.—But they would be controlled.

Mr. WHITE.—There are reasons which compel a clause of this kind to go in, but I do not know that I would be very much in favour of it in my own mind, at all events under existing conditions.

Mr. AUCHINLECK.—Could it not be kept in abeyance until such time as proper steamship accommodation is secured?

Mr. ROXBURGH.—The suggestion made by my committee on this subject was to this effect:—

> We suggest that a proviso be added to Sections 4 and 5 suspending their operations for a period of two years or for such further time as may be reasonable to enable arrangements to be made between the Dominion and the Colonies for the conveyance of goods both ways without transhipment. And that during such period goods may be conveyed both ways in a manner most convenient, duly protected by certificate of origin or other authentic means of identification.

That idea would at least give time for an arrangement to be made for a direct service. We are afraid we cannot get a direct service and under this we would not get the preference because the goods would come through a foreign port.

Mr. FOSTER.—While the maritime province ports are in favour of this there are a good many business men in other parts of the country who want to be certain that there is an effective service and that, before approving of this, the rates would be not higher to Canada than to anywhere else.

Mr. CHANDLER.—Competition will always adjust freights, and when the port of Montreal is open there will be no difficulty, but Montreal is open for only seven months in the year and closed for five.

Mr. WALCOTT.—It might be provided that the discretion herein granted to the Government of Canada will not be exercised during such time as the St. Lawrence river is closed.

Mr. CHANDLER.—The Canadian Government would be making a contract for the whole year; they would not be making it for seven months. I was instructed by the Legislature of Barbados to say that if you insisted on clauses four and five there should be a provision that the discretion granted under 5 should not be exercised during the time Montreal is a closed port, and then of course there comes the difficulty of making an effective steamship contract on those terms.

Mr. WHITE.—We must consider that matter.

Mr. CAMERON.—Some sort of a proviso will have to be put in which will allay the fears that exist in the islands.

Mr. FOSTER.—It will have to be pretty general.

Mr. WALCOTT.—Does section 4 tie the colonies down in any way as to what they might do in this respect; do I understand that would be left to the colony?

Mr. WHITE.—Yes, left to the colonies.

Mr. WALCOTT.—I am quite sure that the people of the West Indies would like to see as soon as possible importations from Canada coming direct.

Mr. FOSTER.—So would we.

Mr. WALCOTT.—But we could not possibly provide for that until proper steamship communication is provided for.

Mr. FOSTER.—We may leave this stand and perhaps we can draft it in another form.

Mr. WHITE.—And Mr. Chandler in the meantime might turn his mind to seeing how that can be done.

Mr. CHANDLER.—I am afraid that will be hopeless.

Mr. CAMERON.—I think the only proviso you can put in is that the option shall not be exercised until there is an effective steamship service under proper control.

Mr. CHANDLER.—We might arrive at an understanding if we had the C.P.R. men sitting here with us.

Dr. REID.—We might say that it would not be exercised for two years.

Mr. CHANDLER.—That would be merely putting off the matter.

Mr. WHITE.—The expression 'normal rates' in that clause does not satisfy you, Mr. Chandler?

Mr. CHANDLER.—No, it should not be 'normal rates,' it should read 'current rates.'

Clause 6 was taken up:—

6. This Agreement shall be subject to the approval of the Parliament of Canada and of the Legislature of the Colony of , and of the Secretary of State for the Colonies, and upon such approval being given it shall be brought into operation at such time as may be agreed upon between the contracting parties by a Proclamation to be published in the *Canada Gazette* and in the *Official Gazette* of the Colony of ————

Section 6 was agreed to.

Clause 7 was taken up:—

7. After this Agreement shall have been in force for the period of five years it may be terminated by either party at the end of one year after the day

upon which notice of such termination shall have been given by either party to the other.

Mr. WALCOTT.—I think ten years would be better than five years because it would make for permanency and give capital time to come in and develop the islands.

Mr. CAMERON.—It was considered that this matter would depend on the final form of Schedules A and B.

Mr. CHANDLER.—Don't you think if we do make a contract with a steamship company it might be for a term of ten years, and it is just as well that we should take this up for ten years.

Mr. FOSTER.—No doubt ten years is better if you are all agreed on that.

Mr. CHANDLER.—All the big colonies are in favour of it.

Mr. GRIFFITH.—There is some objection on my part to this. The agreement has to be ratified by my Government, and what becomes of it will depend on the view they take.

Mr. FOSTER.—We will let this stand.

On the Item 'Biscuits, not sweetened.'

At the suggestion of Mr. Walcott, at the request of the Canadian representatives, it was made to read 'Bread and biscuits of all kinds.'

It was agreed that 'Cash registers' should be added to Schedule 'A.'

It was agreed that linseed oil cake and linseed oil meal should be added to Schedule A.

The conference then agreed to Schedule A as amended.

The conference agreed that the item 'Cocoa beans, crushed or ground,' should be stricken from Schedule B and transferred to Schedule C.

Mr. PORTER, asked that 'Limes and fresh fruits of all kinds' be added to Schedule C. He stated that a very large proportion of the exports of his island was, limes and about $70,000 worth a year went to the United States.

Mr. WHITE.—I do not like to do anything that will raise the duty on any article. That cocoa item has given me more trouble than anything else. I would like to meet you, but I do not like to do anything that will put an article on the dutiable list that is now free.

Mr. PORTER.—Practically all our lime products go now to the United States. As soon as the United States find that they themselves are in a position to supply the American market with limes we will have to meet a duty against British limes in competition with their duty free fruit. One of our principle objects in being represented here is to get a market in Canada for these products. Our lime trade is very important to us. A very large percentage of our entire exports are in limes, and if they are excluded from the advantage of the Canadian market and the American market is closed to them in the future then we will fall between two stools. On the original schedule as submitted the articles on which we are asked to give a preference to Canada would involve a loss of duty to us of $8,000 a year, and the preference we hope to obtain from that same schedule would only amount to $45 a year. That of course has been considerably altered by the change in the item referring to cocoa.

Mr. WHITE.—And that cocoa item has given me a considerable amount of trouble. I thought when we did that we would not be asked to do anything else. Unless it is absolutely in the essence of coming to an agreement I would prefer not to do anything about it. A great difficulty presents itself to me in proposing a duty on any article which is free at present.

Mr. PORTER.—This question of limes is very important to us, and I have to thank you for meeting us so very generously in the other case. In view of your having met us so generously with reference to cocoa I will waive my claim to have limes on that list.

Mr. FOSTER.—That is all right, we are very glad.

The original item with reference to rice it was agreed by the conference should read:—

'Rice, cleaned and rice flour, and rice meal and rice bran.'

Schedule B as amended was agreed to by the conference.

Schedule C was then taken up.

In Schedule C the item 'cocoa beans, not roasted, crushed or ground,' was included, and the duty when imported from any foreign country was fixed at not less than 75 cents per 100 lbs.

On the item of 'Lime juice crude,' dutiable when imported from any other country at not less than 5 cents per gallon.

Mr. PORTER.—What is included in the word 'crude?' Does that include concentrated as well as raw juice?

Mr. REID.—I would like to have that understood.

Mr. PORTER.—That is a serious question for us.

Dr. REID.—Don't you take the crude lime and put it through another process to make it concentrated.

Mr. PORTER.—No, it is still crude when it is concentrated. I have to go to our legislature with some definite explanation and they will ask me what is the meaning of 'crude' lime juice.

Mr. WHITE.—It is lime juice not refined.

Mr. MCDOUGALD.—Under the term 'crude' it would be all right.

Mr. PORTER.—Then why not use the commercial term and add 'concentrated.'

It was agreed that the item should read:—

Lime juice raw and concentrated but not refined; not less than 5 cents a gallon when imported from any foreign country.

Schedule C was then agreed to.

Schedule D of the draft Agreement was then agreed to.

The conference then returned to the consideration of clause (*d*) of section 2 of the Draft Agreement.

Mr. MCDOUGALD, Commissioner of Customs, handed in the following wording for this clause:—

It is understood that the Canadian Customs Tariff item 135 (*b*) shall not be affected by Section 2 of this Agreement before the end of December, 1914, when the said tariff item expires, and that the said tariff item shall not be thereafter continued.

Mr. CHANDLER.—That covers it.

The conference then adjourned to resume at half past four this day, Thursday.

The conference met at half past four in the afternoon, the Hon. Mr. Foster in the chair, and all the delegates being present.

Mr. FOSTER.— We will now take up the consideration of sub-clause No. 3, of clause (*c*) of Section 2 of the Draft Agreement. That clause read as we had it before us this morning so as to provide that upon arrowroot the produce of the said colony imported into the Dominion of Canada the duties of customs shall not exceed 10 per cent ad valorem, and that upon arrowroot imported from any foreign country the duties of customs shall not be less than 17½ per cent ad valorem.' We propose to substitute for that the following:—

So as to provide that upon arrowroot the produce of the said colony imported into the Dominion of Canada the duties of customs shall not exceed 50 cents per hundred pounds.

Mr. GRIFFITH.—If that is the lowest point to which the Canadian Government can go I shall not dispute the matter further. I should be glad to see it placed on the free list, but if you are not prepared to do so I shall not detain you any longer pressing my point.

Mr. WHITE.—We would very much like to have been able to meet your views, but I think we cannot. We think that will give you an opportunity of getting into our markets; that is about nine per cent.

Mr. FOSTER.—Then with reference to sub-clause (*d*) of section 2 of the Draft Agreement we suggest the following in place of what appeared in the Draft Agreement as previously submitted:—

> It is understood that the Canadian Customs Tariff Item No. 135*b* shall not be affected by this Agreement before the end of December, 1914, when the said tariff item expires, and that the said tariff item shall not be thereafter continued while this agreement is in force. It is also understood that in determining the rates of duties payable on goods under the said Section 2 the rates provided for in Tariff Item No. 135*b* shall not apply.

Mr. CHANDLER.—I agree to that.

On Sections 4 and 5 of the Draft Agreement:—

Mr. FOSTER.—We believe that with reference to the words 'Colonies becoming parties to this agreement' we should make the same amendation as we made to the same words in section 5, and that it should read: 'Colonies entitled to the advantages of this agreement.'

Clauses 4 and 5 of the Agreement agreed to.

Mr. FOSTER.—Now with reference to the clause which reads:—

> Provided always that the discretion herein granted to the Government of Canada shall not be exercised unless and until the Government of Canada has arranged and stipulated that, during such time as the St. Lawrence River is closed to navigation, and access to the port of Montreal by ship or vessel is prevented, the rates of freight upon the transport of the goods enumerated in Schedules B and C from such colony to the City of Montreal by way of a seaport of Canada, shall not be greater than the normal rates of freight upon the like goods from said colonies to the City of Montreal by any other route.

Mr. FOSTER.—With respect to that I do not see anything to do but to drop it out.

Mr. CHANDLER.—The more we have talked about this the more we cannot see where the objection comes in. It is in the interest of both parties to prevent any railway company or shipping company from charging more than proper freights and getting this preference whatever it may be. No steamship company could object to a clause in the contract stating that the Controller of Customs at Halifax and the Controller of Customs at St. John should be a tribunal to determine in any case that arises, whether the freight rates charged, during the time the St. Lawrence is closed, were the current rates. If the Canadian Government included a clause in the contract to the effect that in case of any difference of opinion as to the rates charged, the Controller of Customs in Halifax or St. John should determine this, I think it would be satisfactory. The Controller of Customs will be a man of business and will not be liable to go wrong in determining such a question as that. The current rates of freight are as well known as the day in the week. I do not see how any shipping company entering into a contract with the Government of Canada could object to such a clause. Here we will have an impartial tribunal on the spot which will be able to determine whether the freights are current or not. The more we have talked about it among ourselves the more we have come to the conclusion that we cannot see a political objection to that clause standing. It does justice to both

sides. It would be a perfectly fair and square item in a contract and it would prevent the steamship company, through the Controller of Customs at Halifax or St. John, from at any time taking the preference granted under this arrangement. If we put it in this Agreement, it will back up the Dominion of Canada in making a contract with such a term in it.

Mr. FOSTER.—In a contract of that kind, with the Dominion Government paying the subsidy, we would have a clause saying that the rates should be under the control of the Minister of Trade and Commerce.

Mr. CHANDLER.—No company would take a contract with that clause in.

Mr. FOSTER.—Yes, they would.

Mr. CHANDLER.—But you would have to fix the rates for a given time in such a contract.

Mr. FOSTER.—We would fix them from time to time. In the contracts with many of our steamship companies to which we give large subsidies we have a stipulation at the present time that the rates shall be under the control of the Minister of Trade and Commerce.

Mr. CHANDLER.—How does that work out?

Mr. FOSTER.—It works out in this way, that at the beginning of each season they send us in a schedule of their rates and that schedule goes under review and is approved of. They cannot raise that schedule of rates until they apply to the Minister of Trade and Commerce for permission. Now that is the ground work of the control of rates. But, the trouble has been up to the present, that the Minister of Trade and Commerce, for the time being, has not had very effective machinery to determine upon the equability of rates, and therefore it has been rather a dead letter than otherwise. But it is not the intention that that shall be. This matter has been receiving my attention for some time, and I have come to the opinion that we should have some authoritative board which in some way or other shall have that matter in charge and which could advise us as to these rates. We have railway rates under our control now. We have a court of the largest jurisdiction that probably there is in the world in reference to all matters pertaining to railway traffic. The Railway Board has supreme control over railways in that respect. Their schedule of rates has to be approved, and if any man has a grievance he can bring his case before them and have it determined whether the rate is discriminatory or whether the rate is too high, or whether the rate is a proper rate, and they fix that rate according to their will. A board something like that would meet it. But I was just mentioning the principle upon which the department had control of the rates. In so far as I am concerned, I purpose to carry out that control in a practical way. Now, we would put that provision into any contract like this with a steamship company. As to the controller of customs at Halifax or St. John dealing with these matters, we are a little differently situated from what you are in the West Indies in that respect, and we might not find that to be the best tribunal for the adjudication of rates. Of course, the Trade and Commerce Department will be responsible for that and the department must find its best method of working it out.

Mr. CHANDLER.—In the contract with Pickford & Black there was a provision made for authorizing rates, but Pickford & Black seem to have very wide discretion in charging whatever freights they like; don't you think in view of that that something of that sort is necessary, looking at it from our point of view? You are Minister of Trade and Commerce now, Mr. Foster, and you are telling us what you are going to do, and I hope you will be Minister of Trade and Commerce so far as the welfare of the empire is concerned for a long time, but this is to be a ten-year contract, and it may be for twenty years or thirty years, and we have to look to the future. We must consider that there will be other Ministers of Trade and Commerce, and our experience in the past has been that some such provision which will compel the Canadian Government to look after our interests in this respect is necessary. Without this there may be neglect, and there may be such a margin between maximum and mini-

mum freights that we will suffer, and the steamship companies take a large part of the preference in the shape of freight. The provision made in the former draft was that the Government of Canada, during such time as the St. Lawrence route was closed to navigation, shall arrange that the rates of freight shall not be greater than the current rates of freight to the city of Montreal by any other route. I do not see any harm in that provision.

Mr. FOSTER.—In the winter season that means New York.

Mr. CHANDLER.—It means New York plus the railway. I do not know what your railway tribunal is, but probably you would find it better to refer the matter to them; however, that is a matter of detail. It seems to me, sir, from what you have said yourself, that it is only fair that the West Indies should make a demand of this sort upon the Government of Canada to look after our interests, and to see that we are not handicapped in that way. You tell us that you would not think of doing otherwise than is provided for in this clause, but our people would be much more satisfied if it were stipulated in the agreement. It is all very well for you to promise it in this way, but when I go back, with my instructions to have this matter covered in some way, and if it is not in the convention, I will have some difficulty in explaining. They will tell me that it is all right and that they believe Mr. Foster, but they would prefer to have it in the contract.

Mr. GRIFFITH.—I would like to see something similar stipulated for in the contract. Pickford & Black seem to charge whatever they like. They do very extraordinary things; they charge us a higher rate per barrel than to Trinidad, which is 300 miles beyond us; they charge us 10 cents a barrel more for landing stuff at St. Vincent, 300 miles nearer, than they do for landing it at Trinidad. They say there is delay in getting their ships away at St. Vincent, but we answer that by saying that if that is so it is their own fault. Unless we can do something to control these steamship rates I am afraid great injury would follow. We would prefer not to have the steamship companies in the same position as Pickford & Black, who seem to have their own way of doing everything. To us it is not satisfactory. There should be, according to our opinion, some tribunal to which we can refer the freight rates in the event of our finding we have been charged differential rates as compared with other colonies in the West Indies.

Mr. PORTER.—That question of freight rates is one which concerns all the islands. We have the complaint that our rates are very much higher than the rates to the islands farther south. I believe there is a difference of 10 cents between Dominica and Barbados, against Dominica which is 180 miles less distant on the route.

Dr. REID.—What is the rate from St. Vincent to Montreal?

Mr. GRIFFITH.—47½ cents per barrel from Montreal to St. Vincent, and I think vice versa St. Vincent to Montreal the rate is 47½ cents.

Mr. FOSTER.—How do you think this would be:—

> Provided that should this discretion be at any time exercised by the Government of Canada provision shall be made in the contract with steamship companies subsidized by the Dominion and plying between ports in Canada and ports in the colonies, parties to this agreement, for effective control of freight rates.

Mr. REID (British Guiana).—We are not concerned in Demerara so much with the rates between port and port as we are with the rates between Halifax and Montreal. We can always charter a steamer to take our goods up; it is after they get to Halifax that we are concerned about the railway rates. Of course, wherever we can get an open port we are all right as to steamship rates, but after the goods are landed in Canada the railway rates may be raised to our prejudice.

Dr. REID.—Is there any one present who was present in 1910 when Mr. Fielding and Mr. Paterson were on the commission?

Mr. COLLYMORE.—I gave evidence.

Dr. REID.—Did this matter come before them?

Mr. COLLYMORE.—Yes.

Mr. GRIFFITH.—I also put that matter before them in the evidence.

Mr. FOSTER.—We subsidize a steamship company to run between different ports, and we have not authority to put a condition on these steamship companies with regard to the freights that shall be charged on land. We subsidize them for ocean traffic and we control them while they are travelling on the line we subsidize. When they land their goods at any port their duties and obligations cease at once. However, we have an effective remedy with regard to all rates after goods get to Halifax and St. John. We have, I think, the best regulated system in the world for control of rates on land lines. If there is any question of discrimination between St. John and Halifax and Montreal that is a matter which is referable to our Railway Board, and they will immediately take it up and issue their orders and instructions. Suppose they are charging on freight from Demerara or one of the other colonies to Montreal more than is being charged on other similar kinds of goods, that is discrimination, and that matter will be righted by the Railway Board at once. Then again, the winter traffic would be between Halifax or St. John and Montreal, and there is a railway between these two points in the hands of the Government; it is a Government railway, and the rates are under the control of the Government and no injustice can be done. If your freight is carried by any other line than the Governemnt railway, then the Railway Board will see that proper rates are charged. Does not that meet the bill?

Mr. REID (British Guiana).—That meets our objection if the railway rates are under the control of the Government.

Mr. FOSTER.—Oh, yes, we have the most effective system of control in that respect. I would like you, before you go away, to look into that and be able to advise your people with regard to it.

Mr. GRIFFITH.—My reference was purely to steamship rates.

Mr. FOSTER.—With regard to these you may rest assured that they will be under effective control.

Mr. CHANDLER.—We want this board of yours to look after the shipping rates; we want something of the same sort to control the shipping rates as you have to control the railway rates. Is it not necessary in the convention to make a reference to the opening of the St. Lawrence navigation?

Mr. FOSTER.—No, I think when you take into consideration what I have said you will find that there will be effective control of steamship and railway rates.

Mr. CHANDLER.—The rate from Halifax to Montreal by rail may be appreciably higher than the rate from New York to Montreal. If that were so, it would be more expensive for us to send to Montreal by that route than if we had the option of sending through New York where there would be competition.

Mr. FOSTER.—Competition might be a very important item so far as the sea passage is concerned, but it would not have the same gravity so far as the land lines are concerned.

Mr. CHANDLER.—Oh, yes, because if you get a preferential rate on your sugar, it may be that the fifteen cents preferential would be divided between the Railway Company and the ship.

Mr. FOSTER.—Under our system the railway could not go to work at any season of the year and raise freight rates for the purpose of freezing you out of the whole of your preference or any part of your preference. It does not seem to me that the Railway, in the first place, would do that, but if it were to do so, it would be stopped. There are competing railway lines; there is the Government railway itself which runs from Halifax and St. John straight into Montreal. We could hardly think that the Government itself, interested as it is in the successful conduct of this matter, would do anything of the kind. So soon as your goods get to Halifax or St. John, you can put them on the Government railway if you wish. Then, there is the Canadian Pacific Railway running from St. John to Montreal, and the rates

are controlled on that, but you are actually in touch with the Government railway at both of these ports in sending your goods to Montreal. You have the Government railway there when the season of navigation on the St. Lawrence is closed.

Mr. CHANDLER.—We have it at present.

Mr. FOSTER.—And always will.

Mr. CHANDLER.—Do you think so?

Mr. FOSTER.—Well, I believe it will be pretty well settled down to that at all events for the period of this agreement. Now, having the Government railway and having Government controlled rates on all other railways, and having Government control on the freight rates on the steamers subsidized between the ports of the two countries, I think you have about all that you can possibly expect.

Mr. CHANDLER.—Your suggestion is practically the same as the one set out in the Draft agreement, but my object was to get inserted the words: 'Not greater than the current rates of freight.'

Mr. FOSTER.—I think the suggestion I have made gives you everything you can get in the way of effective control of freight rates.

Mr. CHANDLER.—It is perfectly satisfactory if the Canadian Government Railway and Steamship Board would be guided by the idea of current rates, and that the rates provided should not be greater than the current rates to Montreal by other routes. You seem to object to putting that in, Mr. Foster, but if you added these few words to your amendment, it would be satisfactory.

Mr. FOSTER.—I think the general power of the Government includes everything that it would be necessary to take into consideration when you come to fix a schedule of freight rates.

Mr. CAMERON.—I think we must take it that it is in the interests of the Canadian Government as well as our own interests. Their control of the freight rates will assure that the run of the trade shall be to Canada, and that there shall not be any object in the way which would create discrimination or that would interfere with the full flow of trade towards Canada. Of course, Dr. Chandler means that there should be something down in black and white that one could point to. If there were not some written provision for the effective control of rates there would be more difficulty in dealing with the matter when we go back and submit the agreement to our respective Legislatures.

Mr. FOSTER.—I appreciate that.

Mr. CAMERON.—Although it would be making assurance doubly sure to put in something about current rates of freight, I can conceive that the Canadian Government may have some objection to putting in an absolutely restrictive clause like that, and looking at the question in its broader light, I think it may be left to the Canadian Government to deal with it. So far as I am concerned, provided such a clause as Mr. Foster has read to us is incorporated in the agreement, I think we can safely trust the Government of Canada to take such measures in connection with the steamship subsidy as will bring the rates under control, and to assure to our people in the West Indies with whom they are trading that they shall not be put at any disadvantage in that respect.

Mr. FOSTER.—Certainly, our interest is fully as large as yours in that respect.

Mr. CAMERON.—We must have something there to show to our people when we get back.

Mr. FOSTER.—I can quite see it is useful to you to be able to show you had something to point to as a guarantee of control of rates.

Mr. REID (British Guiana).—This is one of the provisos I was asked to press for, namely, the control of freight on railways and steamers, so that the cost of sending the goods from Halifax to Montreal should not be greater than from New York.

Mr. CAMERON.—That is the great point. If we are assured there will be effective control, I think we may take it that that control will be exercised.

Dr. REID.—I was thinking that it might be changed in this way:—

Provided that should either party exercise the discretion given under sections 4 and 5 provision shall be made in the contracts made with steamships subsidized by either party plying between the ports in Canada and the colonies named in this agreement, for effective control of the rates of freight.

The colonies will pay part of the subsidy and they might have a say in it.

Mr. CHANDLER.—You will make the contract with the steamship companies.

Mr. CAMERON.—I had the same thought in my mind as Dr. Reid had, but I did not think it would work out.

Mr. CHANDLER.—The contract is made by Canada just the same as the Royal Mail contract is made by the Postmaster General of Great Britain.

Dr. REID.—It would appear, from the wording of the previous clause, as if we were controlling the rates all alone, and my idea was to give the colonies some say in it.

Mr. CHANDLER.—If any contract would be made, the contract would be made by you on behalf of the Government of Canada.

Mr. FOSTER.—We would make the contract.

Mr. GRIFFITH.—In connection with what Dr. Reid has said, I might read an extract from a document which was passed on to us. We were asked to take action:—

With a view to inducing the Canadian Government to make some permanent and satisfactory arrangement whereby the West Indian colonies concerned would be more consulted in fixing freight rates in connection with any steamship contract that might be entered into, and also variation of such rates.

That was a special matter passed on to me.

Mr. CHANDLER.—The difficulty is, in the event of any contract being made and we pay no part of the subsidy, for us to have anything to say about the rates.

Dr. REID.—If you do pay you should have some say about the rates.

Mr. GRIFFITH.—That paragraph I read had special reference to the existing state of things under which we pay Pickford & Black a certain subsidy for calling at our ports, but we have no say in the rates charged; they do just as they please. My government pointed out that if we were to be a party to the contract and were to bear any portion of the subsidy, that the government should be in a position to say whether they were being fairly dealt with or not in the matter of freight rates. I am not going to urge that any further; I am pointing out what instructions were passed on to me.

Mr. FOSTER.—You would always have this to rely upon: if the Dominion Government made a contract you would be advised of the terms of that contract. If the provision for the control of freight in that contract was not to your liking, you would always have the option of saying: well, these freight rates don't suit us and we will not give a subsidy. If your subsidy is fairly considerable that will always have an effect on us because we want to get as much of a contribution to the general subsidy as we possibly can. But if there was to be regulation from time to time as to rates, and if each colony was to participate in it, we would have ten or twelve islands dealing with the matter, scattered as they are over a long distance of territory, and there would be an enormous amount of correspondence which could only be carried on under great difficulty.

Mr. GRIFFITH.—Provided we have a satisfactory tribunal to refer to in the matter, I think we will get all the satisfaction we want or would require. We would be satisfied with that arrangement.

Mr. FOSTER.—Of course, we are largely interested in the freight rates, because it cuts both ways, and we are both anxious that there should be a development of trade between us. If we do not get effective control of these freight rates we could not justify ourselves to Parliament and our country. Of course, this is a little of

an experiment as yet. As the thing has been talked about there has been quite a bit of interest in our own country, as in yours, and there is a spirit abroad that this thing will be a success. We can only make it a success if we get freight rates reasonable and get the transfer system for our goods which we interchange, up to date. We cannot make it a success without these, and we are vitally interested in making it a success.

The delegates accepted the proposition made by Mr. Foster.

Paragraph No. 6 of the draft agreement agreed to.

Mr. McDOUGALD (Commissioner of Customs).—With reference to the question of limes, I think you could give them limes fresh at not less than 10 per cent ad valorem.

Mr. PORTER.—That is a vital question with us; it is practically all we can get out of this agreement.

Mr. FOSTER.—Very well, we will make it:—

Limes, fresh, not less than ten per cent ad valorem.

Clause 7 of the Draft Agreement was then considered.

7. After this Agreement shall have been in force for the period of five years, it may be terminated by either party at the end of one year after the day upon which notice of such termination shall have been given by either party to the other.

Mr. WALCOTT.—I think the term should be ten years.

Mr. GRIFFITH.—I will not hold away from a term of that duration, but it is subject to ratification by my Government. I was distinctly told they did not like to go beyond the period fixed in the agreement.

Mr. FOSTER.—You are a man of good persuasive power, you know what we all want and you can recommend it.

Mr. GRIFFITH.—Personally I would regard it in the same light as the other colonies, but it is a question of revenue for us, and my Government may say that certain things do not justify their coming into the agreement for a longer period than five years. It is up to my Government to decide as to that.

Mr. FOSTER.—I am perfectly satisfied to leave your Government in your charge to represent this matter to them.

Mr. CAMERON.—Supposing the Government of Canada and the Government of one of the Colonies should decide that the agreement was not a paying one, one way or the other, and that they wanted to terminate it, would it be open to them to do so?

Mr. WHITE.—As I understand it, this is an individual agreement, and it is not an agreement between the Canadian Government and the Governments of the Colonies all united.

Mr. CAMERON.—That is so.

Mr. WHITE.—If that is true, then on the general principles of law, the two parties to the agreement could terminate it.

Mr. FOSTER.—Of course it is an agreement between two, but let us be perfectly frank about it. Canada, looking to its own interests, does not care whether it is five years or ten years, but Canada does think, looking to the interest of the West Indies, that the idea of having a period of some fair duration, which you can look to as certain, will operate to the investment of capital and the development of the resources of the West Indies, and in that way it may have a broader effect than even any benefits which may accrue to trade.

Several DELEGATES.—That is what we want.

Mr. FOSTER.—Frankly, we do not want to do preferential business with you unless it will enable you to develop your resources and thus increase the trade between the two countries, and I should think a period of ten years is short enough in order to give an agreement of this kind a trial.

Mr. CHANDLER.—We certainly want development, and I agree with you.

Mr. GRIFFITH.—I quite agree that you are more apt to get proper steamship communication under a contract for ten years than for five years.

Mr. WHITE.—We will be in a far better position to deal with steamship lines on the basis of ten years.

Mr. REID (British Guiana).—Five years is nothing to start a steamship service and a cable service.

Mr. CAMERON.—Having regard to the satisfactory way in which Schedules A and B and C have now been agreed to, I should personally prefer to see the term stand at ten years instead of five years. But, what I would like to be in a position to do, and what some of my colleagues in the smaller islands would like to be in a position to do, would be, if ten years is inserted, to be able to say to our legislatures: well, it is true this is an agreement between us for ten years, but it does not preclude us on the understanding we have come to with the Canadian Government, to, if things go wrong and we find that it imposes on us burdens which are more than we can bear, abrogate it at an earlier period.

Mr. FOSTER.—If one of the partners said to Canada, it is hurting us, we cannot carry this on, cannot you come to some agreement with us to relieve us, I do not think Canada would put the halter around any one of these colonies.

Mr. CAMERON.—I don't think she would for a moment.

Mr. FOSTER.—We would say: we are sorry, but if that is your view of it we will consider your case.

Mr. WHITE.—At the same time that should not be done on light grounds.

Mr. CAMERON.—No, no.

Mr. WHITE.—This is an agreement more or less sacred, and steamship lines may be started on the basis of it, and there should be relief granted only in an extremely hard case.

Mr. FOSTER.—The steamship company which is making a contract with us will enter into that contract on the basis of all these colonies participating, and they will say if they are going to have trade with all of these colonies, they will do it for such and such a subsidy. But if there is an idea that one may drop out and another drop out, the steamship company may be left without benefit.

Mr. WHITE.—This really contemplates a legal agreement. It is a binding agreement, and it would only be as a matter of grace that one would relieve the other. No doubt, in a tremendously hard case, the Dominion would be quite disposed to do it. Still, this is not a light matter.

Mr. CAMERON.—That is absolutely so.

Mr. WHITE.—How many are opposed to the ten year term?

Mr. PORTER.—I came up with instructions to consider the Draft Agreement on the lines of a five year term, but during our formal conversations on board ship I was convinced by the arguments of the larger islands that in their case it would not be to their advantage to enter into an agreement for a shorter period than ten years, and in thinking the matter over it seems to me that if we are to have a good thing it is worth our while to keep it as long as possible. It will take some time to get the arrangement into proper working order, and we should give it some chance. We could not see the effect of this agreement in five years. I am prepared, subject to the approval of my government on my return, to accept a longer term than five years; I think it is far better than a shorter period.

Mr. AUCHINLECK.—The question of the period never came up in any instructions to me, but it was not thought it would be for a longer period than five years. I am quite prepared, from what I have heard, to accept ten years and to represent the same to my government. I think the advantage is in the longer period. There is far better opportunity and chance of getting good steamship communication during the ten year term than under an agreement for a shorter time.

Mr. REID (British Guiana).—And it will afford us a better basis for negotiation at the end of the ten years.

Dr. REID.—They could not build the steamers for a year or two anyway.

Mr. CAMERON.—We are all in accord with the ten years.

Mr. GRIFFITH.—I am entirely in accord with the opinions expressed, but I wish to say what my instructions were.

The agreement was then concurred in as amended.

Mr. FOSTER.—Now, gentlemen, that we have concluded that part of our negotiations, I may say that we are not authorized to come to a conclusion with reference to cable communication, nor with reference to steamship communication, but the Canadian delegates have read your report on each of these, and we have consulted with our colleagues here, and we are willing, as members of this conference, to prepare a statement on each of these subjects. Without going into details, the lines of the resolution might be as follows with regard to cables: that we favour the laying of a new cable on the lines we have discussed, an extension to Demerara and Barbados and extensions among the smaller islands for local use. And that the colonies interested are prepared to make a fair contribution to what shall be considered a proper subsidy when the matter has been fully considered by ourselves and yourselves and the Home Government, and that Canada is willing to say to the mother country: we will go shares with you for the balance that is necessary. Or put it this way: Supposing this £22,500 is necessary, and suppose you raise a certain amount down there, that will leave so much apiece for us and for the Home Government. In that way we will put it up to the Home Government, and they surely cannot do less than Canada is willing to do in the matter.

Mr. CHANDLER.—I am afraid we will find they can.

Mr. FOSTER.—We will try it anyway.

Mr. FOSTER.—With reference to steamship communication, we might prepare a resolution giving our views of the necessity of improved and adequate and proper up-to-date steamship communication; that the West Indies, so far as their resources will admit, will contribute towards it, and that Canada will contribute generously, and that the mother country is expected to do something as well. I see in looking over the figures that the mother country has spent a deal of money for the West Indies, the whole idea being to get the West Indies started on the road to development. It may be that if we all join hands together and get to work in earnest the mother country would do the very best thing she could possibly do for the West Indies in joining with us in this matter. If you leave that to me I will try, with these reports before me to draw up a resolution or a statement, and when we come back on Monday we will take it up and put it in shape and pass it as a resolution of this conference. Of course, that will be altogether unofficial and will not bind us, but it will be an expression of opinion from the conference.

The conference then adjourned until Tuesday morning at ten o'clock.

SIXTH DAY.

OTTAWA, TUESDAY, April 9, 1912.

The conference resumed its deliberations this morning.

The Hon. Mr. Foster presided and the delegates were in attendance.

The secretary read the minutes of the several meetings of the conference, which were approved of.

Mr. FOSTER.—I wish to bring to your attention some items, which I will ask you if you will be good enough to include in Schedule A, and which have not been mentioned up to the present. We have an abundance of fresh fruit, such as apples, which you import into the West Indies, and which we preserve by canning; we have also condensed milk, of which you consume a considerable quantity. I would, therefore, ask you to include in Schedule A: fruits, fresh, preserved and canned; and condensed milk.

Mr. WALCOTT.—In most of the colonies fresh fruits are free, and preserved and canned fruits are dutiable. In some of the colonies the duties are very high. We get very little, if any, preserved fruits now from Canada, but we do get condensed milk from you. Most of our preserved fruits are in the shape of crystallized fruits, and the duties are heavy on them. We get most of them from the United Kingdom.

Mr. FOSTER.—What about the canned fruits?

Mr. AUCHINLECK.—In Antigua, they pay a specific duty per pound. So far as I am concerned, I am willing they should be added to the list.

Mr. CAMERON.—Condensed milk is a big item.

Mr. WALCOTT.—Condensed milk is quite a large item with us and we get most of it from England. I believe there is a shilling a case on all milk containing nine per cent and over of milk fat; there is a prohibitive tax against anything containing less.

Mr. CAMERON.—We get canned fruit from the United States, and there is no reason why we should not get it from Canada if they can produce it in Canada.

Mr. FOSTER.—We produce a tremendous lot of it.

Mr. CAMERON.—We do not get very much in the West Indies from you.

Mr. GRIFFITH.—Canadian fruit is used throughout some of the West Indies.

Mr. WALCOTT.—The list we prepared for the Royal Commissioners in Trinidad; that is before they made their report, included condensed milk.

Mr. CAMERON.—It was put in as a possible article on which there might be interchange.

Mr. WALCOTT.—The Royal Commissioners left it out in their recommendation.

Mr. FOSTER.—I submit these items to you. I do not want to force them upon you, but I would be very glad to get them if you can agree.

Mr. ROXBURGH.—I am quite willing, so far as St. Kitts is concerned.

Mr. AUCHINLECK.—I will say the same for Antigua.

Mr. REID (British Guiana).—There is no objection from British Guiana.

Mr. WALCOTT.—I have no objection.

Mr. CAMERON.—There is no objection from us.

Mr. FOSTER.—Thank you very much, gentlemen.

Mr. COLLYMORE.—In the absence of our representative, I may say that I do not think there would be any objection on the part of Barbados.

Mr. WALCOTT.—This will not apply to crystallized fruits.

Mr. FOSTER.—No.

Mr. WALCOTT.—I suggest that the item should read:—

Canned and bottled fruits.

Mr. FOSTER.—Very well.

It was agreed that these items, to be added to Schedule A, should read:—

Fresh fruits.
Canned and bottled fruits.
Condensed milk.

The Secretary was directed to insert these items, in his own handwriting, to the printed Schedule A, already adopted by the conference.

On the submission of a draft resolution in connection with cable communication, a discussion ensued.

Mr. CAMERON.—I think all the members of the conference are fully convinced, those gentlemen representing Canada as well as ourselves, of the urgent necessity existing, if this trade compact is to be really successful, and for other reasons which are obvious, that cable communication must be improved with the West Indies. A condition of things which compels a colony like British Guiana to pay 7 shillings a word for a cable business message is preposterous in modern days, and it is a thing that should not be allowed to continue longer than we possibly can help it. There are three proposals before us for improving cable communications—one is to buy out the existing cable lines altogether; another to subsidize a company to do the work; and the third, to pay a sort of a subsidy in the way of a guarantee, the company finding the capital to carry on the project, and the guarantee being a certain amount of interest on the capital involved. We, in the Islands, are diffident about undertaking any guarantee, because our revenue is limited and has not much elasticity in it, so that to undertake to guarantee an amount which we would not know the extent of, would be a risky proceeding for us. Of course, the mother country and Canada could afford to enter into a scheme of that kind, and if the amount of the guarantee which the West Indies would have to contribute in case of deficiency were limited to a maximum sum which they could afford to pay, I can conceive that such a scheme might be acceptable to the West Indies. We have to keep in mind the possible expansion in the use of the telegraph in these islands consequent upon the opening of the Panama Canal, and it may be that the reduction of rates in connection with that may be very considerable indeed. In view of this expansion of telegraphic business if there were an absolute subsidy guaranteed, it is conceivable that the Home Government, Canada, and ourselves, might be paying annually a sum of money to a company which was already reaping a very fine harvest from the business it was doing. However the matter may be arranged, we feel now that some definite step forward should be taken to show to the Home Government and to Canada that we are vitally interested in this matter, and that we are anxious to engage their sympathy and support. We are, of course, not in a position to take the mother country by the throat and insist that she shall do so and so. We have reason to believe that the most acceptable plan of accomplishing the object we have in view, would be this extension of the cable system which has been discussed for so long and by so many able experts. If we respectfully submit a resolution of this conference, the representatives of Canada and of the West Indian Colonies joining in it, I have no doubt we would receive consideration from the Home Government, and we may get to a conclusion of this matter, in which the business interests of the West Indies are so vitally interested, and which incidentally affects the question of Imperial Defence in these waters, which will loom up so largely when the Panama Canal is opened. I believe, if we can agree on a resolution here, that the matter will be forwarded a step.

Mr. AUCHINLECK.—I cordially support what Mr. Cameron has said. So far as the Leeward Islands are concerned, we have not suffered to such an extent as the other colonies by the breakages in the West India Panama cable. I am not in a position to say that our annual contribution would be made larger than at present, but I think I may safely state that I represent the wishes of the mercantile community in the colony, when I say that they would be in favour of any step that would improve communication and cheapen the rates.

Mr. FOSTER.—We can consider the draft resolutions which have been submitted, and then we may come to a conclusion on them when we are in Toronto.

A draft resolution was also submitted with reference to steamship communication, and the consideration of this was also deferred to the meeting of the conference to be held in Toronto to-morrow.

The members of the conference then proceeded to the office of His Royal Highness the Duke of Connaught, Governor General of Canada, and in his presence each of the representatives signed the agreement in decemplicate.

His Royal Highness expressed his pleasure at being present on such an occasion, and trusted that the different legislatures concerned might find it possible to ratify the agreement.

The conference then adjourned, to meet in Toronto on Wednesday, the 10th day of April, 1913.

SEVENTH DAY.

TORONTO, WEDNESDAY, April 10, 1912.

The conference resumed its deliberations at the King Edward hotel, in the city of Toronto, this morning.

The Hon. Mr. Foster presided.

The delegates were present.

CABLE COMMUNICATION.

Mr. CAMERON moved, and Mr. AUCHINLECK seconded, the following resolution:—

The conference having considered the report of the sub-committee on cable communication between Canada and the West Indian colonies, accepts the views therein contained, and is of the opinion:—

(*a*) That in the interests of colonial and imperial commerce, administration and defence, improved and cheaper communication by cable is urgently required and should be secured at the earliest possible moment.

(*b*) That the most acceptable plan for the accomplishment of this object is by an extended all British cable system from Bermuda to Barbados, Trinidad, and British Guiana, with the necessary provision of auxiliary inter-island connections.

(*c*) That this can be effected through the medium of some responsible cable company by the co-operation of the West Indian colonies, Canada, and the Home Government either by guarantee against possible inadequacy of revenue or by the payment of supporting subsidies for a term of years in the proportion of one-third for each of the three parties to the agreement.

(*d*) That in every such arrangement a maximum rate per word should be fixed as a basis, and that the Canadian and British governments should exercise control of rates within that maximum.

(*e*) That to this end it is desirable that the Canadian Government should enter into communication with the Secretary of State for the Colonies, with a view to securing such consideration and action as may be necessary to bring about the speedy accomplishment of so desirable an object of colonial and imperial interest.

Mr. FOSTER.—My information is that the operation of the Halifax and Bermuda Line, with its extension to Jamaica, has been very satisfactory during the years it has been working. Their revenues have increased, they have paid much of their indebtedness, and the enterprise has all the earmarks of a successful commercial undertaking. It would seem to me that with the opening up of the West Indies, and the completion of the Panama canal, a very large expansion of cable traffic will take place, so that perhaps a guarantee of a fixed amount to make up the deficiency that a new company might experience would possibly be an advisable plan. I can quite understand that the smaller islands would not care to undertake any guarantee of an unknown amount, but these islands could make up their minds as to what maximum amount they would guarantee, and they would not be asked to go beyond that. There would be no objection on the part of Canada to your stipulating for a fixed maximum amount of guarantee, and on that basis it is quite open to believe that the guarantee

system would be the cheapest in the end. If we grant a subsidy for a certain number of years, we might find after a few years that this company was deriving large revenues, and that we were continuing a subsidy which was not necessary. The guarantee system has something to favour it. In the case of the Pacific cable between Australasia and Canada, and which the British Government and Canada and Australasia guaranteed, there was a guarantee in the way of making up any deficiency, and with the increase of business on that cable system the deficiency is becoming less and less a burden every year, so that before the term provided for has expired it may be that the guarantee will sink to nothing.

The resolution was put to the meeting by the chairman and unanimously agreed to.

STEAMSHIP COMMUNICATION.

Mr. GRIFFITH moved, and Lieut-Col. DAVIDSON-HOUSTON seconded, the following resolution on steamship communication:—

> This conference, after careful consideration of the report of the sub-committee on steamship communications, desires to express its concurrence therein, and to urge upon the Home Government the extreme desirability of co-operating with the colonial and Canadian governments in providing an up-to-date and efficient service of steamships, specially constructed for and run in strict regard to the requirements of the trade between Canada and the West Indies. The itinerary of these steamers might be so arranged as to make sharp connections with the Canadian mail steamers plying between Canadian and British Atlantic ports with a view to establishing a quick and uniform service between Great Britain and the West Indies via Canada, and thus to stimulate travel and the interchange of products between the great Atlantic portions of the British Empire.

The motion was put to the meeting by the chairman and unanimously concurred in.

Printed unsigned copies of the agreement arrived at by the conference were distributed as follows:—

1. Mr. Walcott (Trinidad).
2. Mr. Reid (British Guiana).
3. Mr. Chandler (Barbados).
4. Mr. Cameron (St. Lucia).
5. Mr. Griffith (St. Vincent).
6. Mr. Auchinleck (Antigua).
7. Mr. Roxburgh (St. Kitts).
8. Mr. Porter (Dominica).
9. Col. Davidson-Houston (Montserrat).
10. Mr. Foster (Canada).

Mr. CAMERON (St. Lucia).—It is my privilege to ask you all to join in according a hearty and sincere vote of thanks to our esteemed chairman for the very able and courteous way in which he has presided over all our deliberations. I am sure that we have all been impressed with his wide knowledge of the subject we have had in hand, with his desire to ensure that every point should be made quite clear to the West India representatives, and the pains taken by him that all the diverse suggestions, opinions and wants of the several colonies represented should be fully heard and accorded the fullest consideration. From the very first, we from the West Indies have felt that we were sitting in a friendly family circle where we could speak out our minds without diffidence, without the fear of misunderstanding, and with full assurance of being listened to. The gathering has been one for the promotion of the individual interests of members of the family, but, while accomplishing this, the scope

and effect of our agreement may, we feel, be of much wider dimensions, and we shall I hope, in time to come, look back with pride at having been members of this conference and helpers in the work of forging a very notable link in the chain of mutual benefit and close connection by which we desire to see all the different parts of our well-beloved empire bound together. If our conference has come to a successful issue, it is due very much to the lucid and painstaking way in which you, Mr. Foster, have explained difficulties, and the confidence you have inspired in us. I take this opportunity of thanking similarly the other Canadian representatives at the conference for their courtesy during the course of our discussions. We have all, I think, as was right, stood up stoutly for what we think our individual claims to be, and tried to do our duty to those who sent us here, but there has at the same time been manifested throughout a conciliatory spirit and a sense of recognition of our different standpoints and interests which are of the essence of success in a conference such as ours, and we have all seen, I think, where mutual concession was necessary and reasonable. In all these matters, Mr. Foster, your clear explanatory statements have been valuable in guiding us to right conclusions. I am privileged in being able to move this vote of thanks to you, which I do with the utmost heartiness and sincerity.

Mr. Roxburgh (St. Kitts).—This motion needs no formal seconding, because it meets with the hearty acclaim of all of us. We all feel with great sincerity that what Mr. Cameron has stated is true. We came here, knowing from your high position in the councils of the Emipre, Mr. Foster, that we had in you, as a member of the conference, one who was not only a safe guide in matters of trade and commerce, but one who had hearty sympathy for the West Indies, which you visited some years ago. We have not been disappointed in you, sir; indeed your kindness to us has been greater than we had anticipated. You have helped us over many difficult points, and as Mr. Cameron has said, you have been a guide to us in our deliberations. We thank you most heartily, and the other Canadian members of the conference for their kindness to us. Perhaps I may be allowed now, sir, to say a single word of appreciation of the services of Mr. Owens our secretary. He has not only done his work most efficiently in the conference, but he has been kind and helpful to us outside of the conference itself. I ask that our thanks to Mr. Owens be inscribed on the minutes of the conference.

Mr. Foster.—Your remarks, Mr. Cameron and Mr. Roxburgh, have been too kind towards myself, and I take them as an indication of your kindness of heart. Let me say that you have no better friend in me than you have in Mr. White and in Dr. Reid, both of whom were equally imbued with the spirit of determination to do what was fair and right. (Applause.) It is one thing to frame an agreement, and it is another thing to frame an agreement which will be a lasting one, and had we endeavourd to checkmate each other, and get the best of each other, the agreement formed under such conditions would not be so likely to last as that to which we have now come, founded, as it is, on mutual respect and mutual affection for each other as members of the same great Empire family. We, who represent the Dominion of Canada, started out with the idea that the West India Islands should get all that we could give them on fair terms, and we also approached it with the determination that each one of the islands should have recognition for that branch of production which was its specialty. I think we have been able to realize that idea. The delegate from each island can go home and tell his government that the special production of that island has not been omitted from the agreement. I believe that to be a strong element in the arrangement which we have made one with the other. I do not want to anticipate by too optimistic language what I think may be the outcome of this agreement. In 1890 I had the pleasure of visiting some of the West India Islands, and I found the arrangement of any trade agreement uphill work. I found it difficult to interest the members of the West India legislatures and of the business men of the colonies in the project, or to prove to them that at that time it was advantageous for them to enter into such an

arrangement. Of course, times have changed very much since. Canada has expanded and is able to take more of your products than she could in 1890, and the advantages no doubt of your trading with us are greater now than they were then. However, we have at last made an agreement; we have made it in mutual good will, and I feel that there is very little doubt about its ultimate success. I do not suppose there is any part of the world in which the imperial feeling is really stronger than it is in the Dominion of Canada.

Mr. ROXBURGH.—Except the West Indies.

Mr. FOSTER.—I presume that each can testify that the imperial feeling is strong in the part of the Empire he represents. I think I am safe in saying that outside the question of trade advantages, there was in our deliberations and in all our thoughts the idea that probably we were doing a little more than stimulating trade. There was, I think, in the minds of all of us, the idea that we were uniting the different parts of the British Empire closer together. Whatever may happen, and we do not know what may happen in the long future before us, we do hope that no less cordial relations will ever exist than exist now between us, and if, in the opinion of both countries, at some time in the future, without compulsion, without trying to announce the hour before the hour arrives, we can decide upon closer and more binding relations, I believe we will be able to find a way by which that can be methodically and practically carried out. In the meantime, let us make the best of what we have. (Applause.)

Dr. REID.—I thank you, gentlemen, for associating my name with that of Mr. Foster in the resolution which you have moved. I can assure you that in my opinion the whole credit for bringing us together at this time is due to Mr. Foster whom we in Canada recognize as one of the ablest men of the present day. I do not think there is any other man in Canada who could have filled the position of chairman of this important conference so well as he. We all know his deep interest in the question of bringing the different parts of the empire closer together, and I believe that the good work he has started at this conference, he will persist in until great results for the empire have been achieved. It is very pleasing for us all to know that the conference now closing has been so successful. I can say for Mr. White and for myself and for the Government of Canada as a whole, that we went into these negotiations with a determination to try and bring the West Indies closer to Canada, and to me personally it is a most pleasant experience that I have been associated with such a conference. I believe that more Canadians will visit the West Indies, and more people from the West Indies will visit Canada, and in that way that mutual respect will be developed. It remains for us now to do all that we can to work out the agreement which we have signed and to help it on to its full fruition.

On the motion of Mr. Roxburgh, seconded by Lieut.-Col. Davidson-Houston, the thanks of the delegates to the secretary were ordered to be inscribed on the minutes

The proceedings of the conference then terminated.

CANADA-WEST INDIES CONFERENCE,—MINUTES.

FIRST DAY.

OTTAWA, March 29, 1912.

The delegates from the West Indies met the Canadian representatives at 11 a.m. to-day, and went into conference.

Hon. Mr. Foster was elected temporary chairman, and Mr. Payne as temporary secretary, for the purpose of organizating the conference.

The credentials of the delegates were presented and approved as follows:—

Hon. GEORGE EULAS FOSTER, B.A., D.C.L., LL.D., Minister of Trade and Commerce;

Hon. JOHN DOWSLEY REID, M.D., Minister of Customs;

Hon. WILLIAM THOMAS WHITE, Minister of Finance; representing the Government of the Dominion of Canada.

HENRY BARCLAY WALCOTT, Collector of Customs, as representative, and Mr. Adam Smith, as adviser, for Trinidad.

JOHN MCINTOSH REID, Comptroller of Customs, as representative, and Mr. Charles Guy Austin Wyatt, as adviser, for British Guiana.

WILLIAM KELMAN CHANDLER, LL.D., C.M.G., Master in Chancery, as representative for Barbados, and Mr. F. A. C. Collymore, adviser.

EDWARD JOHN CAMERON, C.M.G., representative for St. Lucia.

FRANCIS WILLIAM GRIFFITH, Supervisor of Customs, as representative, and Mr. John Gregg Windsor Hazell, as adviser, for St. Vincent.

WILLIAM DOUGLAS AUCHINLECK, Auditor-General for the Leeward Islands, as representative, and John Jones Comacho, as adviser, for Antigua.

THOMAS LAWRENCE ROXBURGH, C.M.G., representative for St. Kitts.

WILLIAM HENRY PORTER, I.S.O., Treasurer, as representative, and James Colin McIntyre, as adviser, for Dominica.

Lt.-Col. WILFRED BENNETT DAVIDSON-HOUSTON, C.M.G., representative for Montserrat.

Permanent organization was completed by the election of Hon. Mr. Foster, as chairman, and Mr. T. P. Owens, as secretary.

It was decided to hold the several meetings of the conference in camera and to issue through the chairman a summary of the proceedings to the press at the end of each session.

The following were named a committee of the conference to take up the question of steamship communication between Canada and the West Indies and report to the conference:—

Mr. F. W. Griffith, St. Vincent, chairman.
Mr. E. J. Cameron, St. Lucia.
Mr. W. B. Walcott, Trinidad.
Mr. Foster, Canada.
Mr. White, Canada.

The following were named a committee of the conference to examine into and report upon the cable and telegraphic facilities at present existing and possible betterment of the same and to report thereon to the conference:—

Mr. C. G. A. Wyatt, British Guiana, chairman.
Mr. A. Smith, Trinidad.
Mr. White, Canada.
Mr. T. L. Roxburgh, St. Kitts.
Dr. Reid, Canada.
Mr. F. A. C. Collymore, Barbados.

Mr. Foster welcomed the delegates from the West Indies, and spoke briefly on the desirability of closer trade relations between two portions of the British Dominions with such different climatic conditions and such variety of natural production.

Mr. Chandler, of Barbados, and Mr. Cameron, of St. Lucia, replied briefly, thanking Mr. Foster for his words of welcome and reciprocating his hopes for a successful outcome of the present negotiations.

The conference adjourned to meet on Monday.

(Sgd.) GEORGE E. FOSTER,
Chairman of the Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of the Conference.

SECOND DAY.

OTTAWA, MONDAY, April 1, 1912.

The conference resumed its deliberations at eleven o'clock this morning.

The Hon. Mr. Foster presided, and all the delegates were in attendance.

Mr. Foster presented the figures referred to in the evidence taken in Canada by the Royal Commission, extended so as to include the years 1910 and 1911.

The Draft Agreement, submitted by the Royal Commission, was considered, and clause 1 of the same adopted, after discussion.

Schedule A, as submitted by the Royal Commission, was considered and the following agreed to, viz:—

Fish, canned.
Fish, pickled.
Meats, salted or cured.
Meats, fresh, and poultry (dead).
Wheat flour.
Indian meal.
Rolled oats and oatmeal.
Cereal foods.
Oats.
Beans or peas, whole or split.
Coal, bituminous.
Butter.
Cheese.
Lard.
Hay.
Horses, cows, oxen, bulls, sheep, swine, and poultry (living).

Brooms and brushes.
Cordage.
Agricultural machinery and implements of all kinds.
Iron and steel rails, spikes, rivets and clinches.
Machinery (including motor and other engines), steam boilers, electric machinery, and electric dental appliances of all kinds.
Vehicles, including automobiles and motor cars.
Wire, including barbed wire, woven wire fencing and metal gates.
Manufactures of india-rubber.
Paints, colours and varnishes.
Paper of all kinds, and manufactures of paper.
Vegetables of all kinds, including potatoes, onions, and canned vegetables.
House, office, cabinet, or store furniture of wood, iron, or other material: coffins, caskets, casket robes and linings, and casket hardware.
Doors, sashes and blinds.
Pianos and organs.
Starch.
Trunks, valises, travelling and tool bags, and baskets of all kinds.
Cement.
Glass bottles, lamps, lamp chimneys, and table glassware.
Nickel-plated, gilt, or electro-plated ware.

After discussion, the following were allowed to stand for further consideration:—

Calcium carbide.
Fish, dried, salted or smoked.
Meats, canned.
Soap.
Biscuits, not sweetened.
Boots, shoes, and slippers.
Planks, boards, deals, joists, scantlings, shingles, shooks, staves and heading.
To the item 'bran' the item 'pollard' was added.

The discussion on the Draft Agreement, submitted by the Royal Commission, was resumed.

On section 2, a discussion ensued on the sugar duties and the section was allowed to stand for further consideration.

The conference proceeded to the discussion of Schedule B, submitted in the report of the Royal Commission.

The following items in the schedule were agreed to:—

Sugar, molasses and syrups.
Bananas and pineapples.
Asphalt and manjak.
Coffee.
Copra and cocoanut oils.
Rubber, raw.
Bulbs.
Logwood and logwood extracts.
Annato.
Turtle shells, unmanufactured.
Salt.
Sponges.
Vegetables, fresh, including sweet potatoes, plantains, onions and yams.
Honey and beeswax.
Tarmarinds, fresh or preserved.

On the item—'Oranges, limes, lime-juice (crude), and grape fruit.'

Mr. Porter submitted that the item should include:

Lime-juice (concentrated), citrate of lime, and lemons, tropical fruits of all kinds, as fully described in items 90, 91, and 101 of the Canadian tariff.

On the item—'Cocoa beans.'

Mr. Walcott asked for a preference on cocoa beans.

On the item—'Cocoanuts.'

Mr. Roxburgh asked that there be added 'cocoanut fibre.'

On the item—'Balata.'

Mr. Reid (British Guiana) asked for a small operative preference.

On the item—'Ginger and spices, unground.'

Mr. Walcott asked that 'nutmegs' be added.

On the item—'Rice, uncleaned.'

Mr. Reid (British Guiana) asked that—

'Rice, cleaned, rice meal, rice flour and bran' be added.

On the item—'Petroleum, crude.'

Mr. Walcott asked that there be added:

'Oils, coal and kerosene, distilled, purified or refined petroleum'

On the item—'Arrowroot.'

Mr. Griffith asked that arrowroot from the West Indies be placed on the free list.

On the item—'Oils, essential.'

Mr. Reid (British Guiana) asked that it include:

'Bay oil and otto of limes.'

On the item—'Molasquit.'

Mr. Reid (British Guiana) asked that there be added the words:

'And similar cattle food.'

Mr. Reid (British Guiana) asked that there be added:

'Diamonds, uncut.'

Mr. Cameron asked that there be added:

'Peanuts.'

Mr. Griffith asked that there be added:

'Rum and the preparations of rum.'

Mr. Reid (British Guiana) asked that there be added:

'Kola nuts.'

Mr. Cameron asked that there be added:

'Vanilla beans.'

'Timber and lumber of all kinds.'

Colonel Davidson-Houston asked that there be added:

'Bay leaves and papaine.'

Mr. Roxburgh submitted a list of omissions and additions to Schedules 'A,' 'B,' of the report of the Royal Commission, a new Schedule 'C' of West India products, now on the Canadian free list, to be made dutiable when imported into Canada from foreign countries, and Schedule 'D,' asking to have on the Canadian free list West Indian arrowroot, which is now dutiable.

These submissions, after discussion, were reserved for further consideration.

Mr. Wyatt, chairman of the West Indian section of the Committee on Cable Communication, presented the report of the committee.

Mr. Walcott (Trinidad) presented a statistical schedule of imports and exports of the colony for 1911.

The conference adjourned to meet to-morrow, April 2, 1912.

(Sgd.) GEO. E. FOSTER,
Chairman of the Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of the Conference.

THIRD DAY.

OTTAWA, Tuesday, April 2, 1912.

The conference resumed its deliberations at ten a.m. to-day.

Mr. Foster presided, and all the delegates were in attendance.

Mr. Chandler (Barbados) presented statistics of imports and exports of his colony.

Mr. Chandler submitted that to the item, 'Sugar, molasses and syrups,' in Schedule B. there be added:—

'Shredded cane.'

Agreed to.

The consideration of the draft agreement submitted by the Royal Commission was resumed.

Section 3 of the agreement was concurred in.

On sections 4 and 5 a discussion ensued as to direct shipments and improved steamship communication, and the sections were reserved for further consideration.

Sections 6 and 7 were considered, and discussion followed on the length of the term for which agreement should run, the representatives of the larger colonies advocating ten years instead of five, as provided in the draft agreement of the Royal Commission, and some of the representatives of the smaller colonies advocating a five years' term.

That West India cocoa be placed on the Canadian free list and a duty placed on foreign cocoa, was urged by Messrs. Porter, Chandler, Walcott and Cameron.

The following were named a committee to draft a provisional agreement and submit it to this conference:—

Mr. White (Canada),
Mr. Walcott (Trinidad),
Mr. Chandler (Barbados).

It was agreed that the following should be included in Schedule A:—

'Soap.'

'Boots, shoes and slippers.'

'Planks, boards, deals, joists, scantling, shingles, shooks, staves and heading.'

The conference adjourned to meet to-morrow, Wednesday, April 3, 1912.

(Sgd.) GEO. E. FOSTER,
Chairman of the Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of the Conference.

FOURTH DAY.

OTTAWA, WEDNESDAY, April 3, 1912.

The conference resumed its deliberations at ten o'clock this morning.

Mr. Foster presided, and all the delegates were present.

Mr. Foster read the report of the West Indian section of the committee on cable communication, and discussion ensued.

It was decided that a form of resolution on the subject be drafted, and later submitted to the conference for consideration.

Mr. Griffith presented the report of the West Indian section of the committee on steamship communication.

Mr. Foster presented a statement of amounts paid by Canada on account of subsidies to steamships to Cuba, Jamaica and the West Indies, for the fiscal years 1889-90 to 1911-12 inclusive.

And a discussion ensuing, it was agreed that a form of resolution on the subject of steamship communication should be prepared for submission to the conference.

The conference adjourned to meet to-morrow, Thursday, April 4, 1912.

(Sgd.) GEORGE E. FOSTER,
Chairman of Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of Conference.

FIFTH DAY.

OTTAWA, THURSDAY, April 4, 1912.

The conference resumed its deliberations this morning.

Mr. Foster presided.

All the members of the conference were present.

Mr. Porter presented a memorandum explaining the position of Dominica (See Appendix I.)

Mr. Reid (British Guiana) presented a memorandum showing the articles which the West Indian delegates desire should be added to Schedule B, together with amendments thereto. (See Appendix II.)

Mr. Griffith presented a memorandum giving the case of St. Vincent in regard to arrowroot. (See Appendix III.)

The amended draft agreement, prepared since the previous meeting of the conference, was considered. The discussion of the proposed sugar duties was resumed.

Further discussion took place on direct shipments and governmental control of railway and steamship rates.

The item in Schedule A—

'Biscuits, not sweetened,'

it was agreed should read—

'Bread and biscuits of all kinds.'

It was agreed that 'cash registers' should be included in Schedule A.

It was agreed that—

'Linseed oil cake and linseed oil meal,'

should be added to Schedule A.

Schedule A, as amended, was agreed to by the conference.

It was agreed that the item—

'Cocoa beans, crushed or ground,'

should be stricken from Schedule B and transferred to Schedule C.

Mr. Reid (British Guiana) submitted that there be added to Schedule B, this item—

'Rice, cleaned, and rice flour and rice meal and rice bran.'

Agreed to.

Schedule B, as amended, was agreed to by the conference.

Schedule C was agreed to as follows:—

Goods.	Duty when imported from any foreign countries.
Cocoa beans, not roasted, crushed or ground.	Not less than 75 cents per 100 lbs.
Lime-juice, raw and concentrated, but not refined.	Not less than 5 cents per gallon.

Schedule D was agreed to.

It was agreed that on arrowroot the produce of the colonies imported into the Dominion of Canada, the duties of customs shall not exceed 50 cents per 100 lbs.

The conference resumed consideration of the draft agreement and a discussion arising on the clauses of the said draft agreement, it was agreed that the further consideration of the matter be taken at the meeting of the conference to be held on Tuesday, the 9th of April.

It was agreed that the agreement should remain in force for ten years.

It was agreed on the request of Mr. Porter that this item should be added to Schedule C—

'Limes, fresh, not less than 10 per cent ad valorem.'

The conference adjourned until Tuesday, the 9th April, 1912, at eleven o'clock.

(Sgd.) GEORGE E. FOSTER,
Chairman of Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of Conference.

SIXTH DAY.

OTTAWA, TUESDAY, April 9, 1912.

The conference resumed its deliberations to-day.

Hon. Mr. Foster presided and all the delegates were in attendance.

The minutes of the several meetings of the conference were read by the secretary and approved.

Hon. Mr. Foster submitted that to Schedule A, there be added:

Fresh fruits.
Canned and bottled fruits.
Condensed milk.

This was agreed to, and the secretary was directed to add these items in his handwriting to the printed Schedule A.

Mr. Cameron presented a motion on cable communication.

This motion was seconded by Mr. Auchinleck.

On the question of steamship communication, a motion was offered by Mr. Griffith (St. Vincent), and seconded by Lieut. Col. Davidson-Houston.

It was agreed that the consideration of the resolution with reference to cable communication and the resolution with reference to steamship communication, should be referred to a meeting to be held in Toronto to-morrow, to be called by the chairman of the conference.

The members of the conference then proceeded to the office of His Royal Highness the Duke of Connaught, Governor General of Canada, and signed the agreement in his presence.

His Royal Highness then expressed the pleasure he had at being present on such an occasion, and trusted that the different legislatures concerned might find it possible to ratify the agreement.

The conference then adjourned, to meet in Toronto, to-morrow, Wednesday, April 10, 1912.

(Sgd.) GEORGE E. FOSTER,
Chairman of the Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of the Conference.

SEVENTH DAY.

TORONTO, WEDNESDAY, April 10, 1912.

The conference resumed its deliberations this morning, at a meeting held in the city of Toronto.

The Hon. Mr. Foster presided and the members of the conference were present.

CABLE COMMUNICATION.

Mr. Cameron proposed, and Mr. Auchinleck seconded, the following motion on the subject of cable communication betwen Canada and the West Indian Islands, which motion was unanimously agreed to:—

The conference having considered the report of the sub-committee on cable communication between Canada and the West Indian Colonies, accepts the views therein contained, and is of the opinion:

(*a*) That in the interests of Colonial and Imperial commerce, administration and defence, improved and cheaper communication by cable is urgently required, and should be secured at the earliest possible moment.

(*b*) That the most acceptable plan for the accomplishment of this object is by an extended all-British cable system from Bermuda to Barbados, Trinidad and British Guiana, with the necessary provision of auxiliary inter-island connections.

(*c*) That this can be effected through the medium of some responsible cable company by the co-operation of the West Indian Colonies, Canada, and the Home Government, either by guarantee against possible inadequacy of revenue or by the payment of supporting subsidies for a term of years in the proportion of one-third for each of the three parties to the agreement.

(*d*) That in every such arrangement a maximum rate per word should be fixed as a basis, and that the Canadian and British governments should exercise control of rates within that maximum.

(*e*) That to this end it is desirable that the Canadian Government should enter into communication with the Secretary of State for the Colonies, with a view to securing such consideration and action as may be necessary to bring about the speedy accomplishment of so desirable an object of colonial and imperial interest.

STEAMSHIP COMMUNICATION WITH THE WEST INDIES.

Mr. Griffith (St. Vincent) moved, and Lieut.-Col. Davidson-Houston seconded, the following resolution on steamship communication, which was unanimously agreed to by the conference:—

This conference, after careful consideration of the report of the Sub-committee on Steamship Communication, desires to express its concurrence therein, and to urge upon the Home Government the extreme desirability of co-operating with the Colonial and Canadian Governments in providing an up-to-date and efficient service of steamships, specially constructed for and run in strict regard to the requirements of the trade between Canada and the West Indies. The itinerary of these steamers might be so arranged as to make sharp connections with the Canadian mail steamers plying between Canadian and British Atlantic ports with a view to establishing a quick and uniform service between Great Britain and the West Indies via Canada, and thus to stimulate travel and the interchange of products between the great Atlantic portions of the British Empire.

A printed unsigned copy of the agreement arrived at by the conference was handed by Mr. Foster to each of the delegates as follows:—

1. Mr. Walcott (Trinidad).
2. Mr. Reid (British Guiana).
3. Mr. Chandler (Barbados).
4. Mr. Cameron (St. Lucia).
5. Mr. Griffith (St. Vincent).
6. Mr. Auchinleck (Antigua).
7. Mr. Roxburgh (St. Kitts).
8. Mr. Porter (Dominica).
9. Lieut-Col. Davidson-Houston (Montserrat).
10. Mr. Foster (Canada).

Mr. Cameron moved, and Mr. Roxburgh seconded:—

That the cordial thanks of the delegates be tendered to Hon. George E. Foster for the able manner to which he presided over the deliberations of the conference, and to whose guidance of the deliberations the successful result of the conference is largely due.

The names of Hon. Mr. White, Minister of Finance, and of Hon. Dr. Reid, Minister of Customs, were coupled with this motion, which was cordially received by the delegates and adopted.

Mr. Foster and Mr. Reid replied, thanking the delegates for their courtesy and co-operation during the deliberations of the conference.

On the motion of Mr. Roxburgh, seconded by Lieut.-Col. Davidson-Houston, the thanks of the delegates to the secretary, Mr. T. P. Owens, were ordered to be inscribed on the minutes.

The proceedings of the Canada-West Indies conference then terminated.

(Sgd.) GEORGE E. FOSTER,
Chairman of the Conference.

(Sgd.) THOMAS P. OWENS,
Secretary of the Conference.

APPENDIX I.

Mr Porter filed the following memorandum:—

DOMINICA.

The value of the articles included in Schedule 'A' (which Canada either does or may be expected to supply under a preference) imported into Dominica is	$198,172
The loss of duty which the colony would suffer by granting a preference on these is estimated at	8,025
In return for this, Canada offers a preference on the following, which alone of the articles on Schedule 'B' subject to duty in Canada we are able to supply, viz.:—	
Cocoanuts (402,600), value $4,027, duty	$2,013
Ginger, spices and nutmegs, duty	211
Essential oils of lime and bay oils, $26,481, duty	552
	$2,776
The total amount of preference which Dominica might receive, supposing that Canada took her entire production of each of the above, is	$514
The present trade is, however, confined to cocoanuts, duty	**$223**
And the proposed preference on this is only	**45**
The staple products of Dominica are:—	
Limes, 36,520 barrels, value	$ 70,118
Concentrated juice, 31,506 gallons, value	110,467
Raw juice, 301,377 gallons, value	49,819
Citrate of lime, 5,926 cwts., value	92,445
Cacao, 1,126,188 lbs., value	104,174
Of these Canada at present takes only:—	
12,500 lbs. cacao, valued at	$1,157
227 barrels limes, valued at	437
44,800 gallons raw juice, valued at	7,180
An aggregate value of the products of the colony of only	$8,774

The colony therefore asks for an effective preference as follows: on limes and lime products and cacao, by the imposition of a duty on similar articles imported from foreign sources, viz.:—

Limes	12c. per barrel.
Raw lime juice	2c. per gallon.
Concentrated lime juice	say 5½c. per 100 oz. citric acid content.
Cacao	1c. per lb.

N.B.—It is to be observed that no market exists at present in Canada for either concentrated juice or citrate of lime.

APPENDIX II.

Mr. Reid (British Guiana) filed the following memorandum:—

MEMORANDUM showing the articles which the West India delegates desire should be added to Schedule 'B,' together with any amendments thereto.

Article.	Reasons for Desiring Addition or Amendment.
1. Shredded cane..	Merely as a precautionary measure in case the shredded cane industry, now more or less in the experimental stage, should eventually prove a sound commercial proposition.
2. Fresh fruit of all kinds..	Fruits and fruit products form the staple exports of some of the British West India Islands, and it is desired to get an operative preference on at least the main product of the respective colonies signing the agreement.
3. Lime juice, crude and concentrated, citrate of lime and other products of citrus fruits.	Chief staple products of Dominica and Montserrat. Undergoing large development at the present time in St. Lucia. See reason given above.
4. Cocoanut fibre..	It is desired that this article at present on the Canadian free list should merely be added to the schedule so that in the event of a duty being imposed the British West India product would be entitled to preferential treatment.
5. Cotton seed oil and cotton seed meal.. ..	See explanation opposite item 4.
6. Rice cleaned, rice meal and bran..	These articles at present enjoy a preference in the Canadian market, and it is desired to have these articles on the schedule because the rice industry in British Guiana is on the increase and is likely to become one of some importance.
7. Petroleum,—all illuminating and lubricating oils being products of petroleum, gasolene and other petroleum spirits.	The Trinidad oil industry is likely to become one of very important dimensions, and if these items could be put on schedule 'B' it would ensure a continuance of the preferential treatment now extended to these articles under the provisions of the existing Customs Tariff Act of Canada.
8. Nutmegs, unground..	See explanation opposite item 6.
9. Vegetables, &c., add the words 'of all kinds.'	The addition of the words 'of all kinds' is merely to amplify the designation given in the schedule.
10. Oils essential—add the words 'including Bay oil and Otto of limes'	The addition of the words 'including Bay oil and Otto of limes' is merely to amplify the designation given in the schedule.
11. Molasquit, substitute cattle foods made from molasses, including Molasquit, Colco and Dominax.	Molasquit is merely a trade name for a cattle food, and it is desired that a more comprehensive designation should be given.
12. Ground nuts..	See explanation opposite item 6.
Diamonds, uncut..	" " " 4.
Kola nuts..	" " " 6.
Timber and lumber of all kinds..	" " " 4.
Vanilla beans..	
Papaine..	" " " 6.

It is desired that the undermentioned articles which are now on the Canadian Free List should be given an operative preference when imported from the British West Indies. In other words, such articles should remain on the free list when imported from British territory, and should be subject to duty when imported from any foreign country:—

Article.	Reason for Desiring Removal from the Canadian Free List in the case of Imports from Foreign Countries.
(a) Lime juice, crude and concentrated, citrate of lime and other products of citrus fruits.	These articles are the chief staple products of Dominica and Montserrat, and an operative preference in Canada is desired if at all practicable on the main exports from the West Indies.
(b) Cocoa beans..	The production of cocoa is the largest staple industry of Trinidad, and during the trade year ended 31st December, 1911, the quantity exported from the island amounted to 444,561 cwts., with a value of £1,127,372 sterling. Unlike the sugar estates which chiefly are owned by absentee proprietors, the cocoa estates belong to a body of great influence who are not keenly in favour of the reciprocal arrangement and who would only acquiesce in a reciprocal agreement if some benefit to the cocoa industry is to accrue as a result of the arrangement. At present about 52 per cent of the Trinidad output of cocoa finds a market in the United States, and the cocoa proprietors, rightly or wrongly, are afraid of retaliation by the United States when a preferential arrangement is completed between Canada and the West Indies. The Canadian market for cocoa is in the near future likely to be an important one, and an operative preference on the raw material would have a great effect in reconciling the cocoa interests in Trinidad and the other cocoa-producing islands, *e.g.*, Grenada, particularly as the cocoa industry will have to bear its share of any extra taxation which may be found necessary to make good any loss of revenue due to the establishment of preference. The total cocoa output of British colonies and protectorates for the year ended 31st March, 1910, amounted to over 140,000,000 pounds, fully covering any grade of cocoa which may be required by Canadian cocoa manufacturers, and thus there will be no necessity for the manufacturers to obtain cocoa from foreign countries in view of the fact that the present imports of raw cocoa of all grades in Canada amount to about 4,000,000 pounds.
(c) Fruit as specified in items 90, 91 and 101 of the Canadian tariff.	Fruit forms the most important exports of several of the British West Indies Islands, and the desire is that the staple exports of the various colonies should as far as possible receive preferential treatment in the Canadian market in order to ensure their adherence to the agreement.
(d) Balata..	Balata is a substance very similar to gutta percha obtained by tapping the trunks of Mimusops globosa, a large forest tree found in British Guiana and Trinidad. It is largely used in the manufacture of machinery belting, boot soles, &c. Supplies of Balata are as far as is known only obtained from the Guianas or the mainland of South America and adjacent territories. During

	the financial year ended 31st March, 1911, over 1,000,000 pounds of Balata were exported from British Guiana, and as this forms a fair percentage of the world's output of Balata, Canadian manufacturers could obtain all their supplies of Balata from British terrirory free of duty, so that the imposition of a duty on foreign Balata would not during the existence of the present agreement put Canadian manufacturers of the raw material to any inconvenience.
(e) Sugar cane molasses as described in item 137a of the Canadian tariff.	The British West Indies can supply more of this molasses than Canada can for a long time use for cattle foods. It is highly probable U.S.V.P. molasses is now coming in under this head for human consumption contrary to the provisions of tariff item 137.

Article now dutiable in Canada which it is desired should be placed on the Canadian free list:

Arrowroot..	See schedule memorandum furnished by Mr. Griffith, St. Vincent.

APPENDIX III.

Mr. Griffith filed the following memorandum:—

ARROWROOT.

The island of St. Vincent produces annually from 4,000,000 to 5,000,000 pounds of arrowroot, and may, possibly, under very favourable conditions, produce as much as 7,000,000 pounds. Arrowroot is therefore one of its principal products. It is used as an article of diet for sick persons, as a starch for laundry purposes, as a sizing in the manufacture of cloth, and as an ingredient in the manufacture of cocoa, chocolate and biscuits. In the United Kingdom it is used in the manufacture of cocoa in preference to any other article.

At the present moment Canada imports from 90,000 to 100,000 pounds annually. It is desirable that the market which exists in Canada to-day for this commodity should be enlarged. But for this to be done effectually it is necessary that exporters should be able to place arrowroot in the Canadian market at a price which will enable it to compete on favourable terms with other starches coming in, principally from the United States.

The present rate of duty imposed in Canada is 15 per cent ad valorem. This amounts roughly to 1 cent per pound. If this duty is removed by placing arrowroot on the free list a market will be effectually created for a product which can be largely utilized by manufacturers as a raw material.

Now there is a growing trade between Canada and St. Vincent which has risen from nothing, to over £20,000 ($100,000) per annum, with every prospect of a steady increase if reciprocal arrangements can be entered into.

But while St. Vincent is asked to make certain concessions to Canada there can be no corresponding benefit to the former unless special treatment is accorded to some of its articles of export.

The quantity of sugar and molasses exported is insignificant. All the cotton grown goes to the United Kingdom. Cocoa is already on the Canadian free list. Arrowroot therefore remains the one product on which St. Vincent can benefit by a reciprocal arrangement with Canada, and failing preferential treatment of that article by Canada it is difficult to see what benefit would accrue to St. Vincent as the result of the present negotiation.

St. Vincent is in its way a large importer of Canadian flour, and if that colony is to be asked to grant preferential treatment amounting to 22½ cents per barrel it is not too much to expect that some special treatment should be accorded to the only product which can benefit by such an arrangement as is proposed.

The request is that St. Vincent arrowroot be placed on the Canadian free list, and so enable a market to be secured in Canada for an article which can be largely used as a raw material in local manufactures.

(Signed) FRANCIS W. GRIFFITH,

OTTAWA, April 3, 1912.

AGREEMENT

BETWEEN

CANADA

AND CERTAIN OF THE

WEST INDIA COLONIES

AGREEMENT BETWEEN CANADA AND CERTAIN OF THE WEST INDIA COLONIES.

AGREEMENT entered into this 9th day of April by the Government of His Majesty's Dominion of Canada, represented herein by the Honourable George Eulas Foster, Minister of Trade and Commerce, the Honourable William Thomas White, Minister of Finance, and the Honourable John Dowsley Reid, Minister of Customs.

AND

The Governments of:

Trinidad, represented herein by Henry Barclay Walcott, Collector of Customs:

British Guiana, represented herein by John McIntosh Reid, Comptroller of Customs:

Barbados, represented herein by Dr. William Kelman Chandler, LL.D., C.M.G., Master in Chancery;

St. Lucia, represented herein by Edward John Cameron, C.M.G., Administrator of the Colony;

St. Vincent, represented herein by Francis William Griffith, Supervisor of Customs;

Antigua, represented herein by William Douglas Auchinleck, I.S.O., Auditor General;

St. Kitts, represented herein by Thomas Laurence Roxburgh, C.M.G., Administrator of the Presidency;

Dominica, represented herein by William Henry Porter, I.S.O., Treasurer, and

Monserrat, represented herein by Lieutenant-Colonel Wilfrid Bennett Davidson-Houston, C.M.G., Commissioner of the Presidency.

It is agreed between the Government of the Dominion and the Governments of the above-mentioned Colonies severally that:

1. On all goods enumerated in Schedule A, being the produce or manufacture of Canada, imported into any of the above mentioned Colonies, the duties of Customs shall not at any time be more than four-fifths of the duties imposed in the Colony on similar goods when imported from any foreign country; provided that on flour the preference in favour of Canada shall not at any time be less than 12 cents per 100 lbs.

2. On all goods enumerated in Schedule B, being the produce or manufacture of any of the above mentioned Colonies, imported into the Dominion of Canada, the duties of Customs shall not at any time be more than four-fifths of the duties imposed on similar goods when imported from any foreign country; provided:

(a) That on raw sugar not above No. 16 Dutch Standard, in colour, and molasses testing over 56 degrees and not over 75 degrees by the polariscope, the preference in favour of the Colony shall not at any time be less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees the preference shall not be less than ½ cent per 100 lbs.

(b). On all goods enumerated in Schedule C hereto, being the produce or manufacture of any of the above mentioned Colonies, imported into the Dominion of Canada there shall be no duties of customs; but on the like goods, when imported from any foreign country, the duties of customs shall not be less than those therein set out.

(c) The Act of Parliament of Canada entitled "An Act respecting duties of Customs" assented to on the 12th day of April, 1907, as amended by Chapter 10 of the Acts of the Parliament of Canada, 1909, shall, in addition to the amendments necessary to give effect to the foregoing provisions of this section, be amended as follows:—

(1) Tariff item 135c to be repealed.

(2) Tariff item 137a to be repealed.

(3) So as to provide that upon arrowroot the produce of any of the said Colonies imported into the Dominion of Canada the duties of Customs shall not exceed fifty cents per one hundred pounds.

(d) It is understood that the Canadian Customs tariff item 135b shall not be affected by section 2 of this agreement before the end of December, 1914, when the said tariff item expires, and that the said tariff item shall not be thereafter continued while this agreement is in force. It is also understood that in determining the rates of duty payable on goods under said section 2 the rates provided for in said tariff item 135b shall not apply.

3. The concessions granted under section 2 by Canada to any of the above-mentioned Colonies shall be extended to all the other Colonies enumerated in Schedule D for a period of three years from the day on which this agreement shall come into operation, and at the end of such period of three years such concessions to the other Colonies may cease and determine as respects any of the said Colonies which shall not have granted to Canada the advantages set forth in section 1.

4. The Governments of any of the above mentioned Colonies may provide that to be entitled to the concessions granted in section 1, the products of Canada shall be conveyed by ship direct without transhipment from a Canadian port into the said Colony or by way of one of the other Colonies entitled to the advantages of this Agreement.

5. The Government of Canada may provide that, to be entitled to the concessions granted in section 2, the products of any of the above mentioned Colonies shall be conveyed by ship direct without transhipment from the said Colony or from one of the other Colonies entitled to the advantages of this Agreement into a sea or river port of Canada.

6. Provided that should the discretion herein granted be at any time exercised by the Government of Canada, provision shall be made in all contracts entered into with steamships subsidized by the Dominion plying between ports in Canada and ports in the Colonies, which are parties to this Agreement, for an effective control of rates of freight.

7. This Agreement shall be subject to the approval of the Parliament of Canada and of the Legislatures of the above mentioned Colonies, and of the Secretary of

State for the Colonies, and upon such approval being given it shall be brought into operation at such time as may be agreed upon between the contracting parties by a Proclamation to be published in the 'Canada Gazette' and in the Official Gazette of each of the said Colonies.

8. After this Agreement shall have been in force for the period of ten years it may be terminated by any one of the parties thereto (in respect of such party) at the end of one year after the day upon which notice shall have been given by the party desiring such termination.

In testimony whereof the said parties have signed this Agreement in decemplicate.

Done at Ottawa this 9th day of April, in the year of Our Lord, one thousand nine hundred and twelve.

SCHEDULE 'A.'

Schedule of Canadian goods to enjoy the benefits of the Customs Preferential Tariff when imported into the Colony:—

Fish, canned.
Fish, dried, salted or smoked.
Fish, pickled.
Meats, salted or cured.
Meats, canned.
Meats, fresh, and poultry (dead).
Wheat flour.
Indian meal.
Rolled oats and oatmeal.
Cereal foods.
Bran and pollard.
Bread and biscuits of all kinds.
Oats.
Beans, and peas whole or split.
Coal, bituminous.
Butter.
Cheese.
Lard.
Hay.
Horses, cows, oxen, bulls, sheep, swine, and poultry (living).
Brooms and brushes.
Boots, shoes, and slippers.
Cordage.
Agricultural machinery and implements of all kinds.
Iron and steel nails, spikes, rivets and clinches.
Wire (including barbed wire), woven wire fencing, and metal gates.
Machinery (including motor and other engines), steam boilers, electric machinery, and electric dental appliances of all kinds.
Vehicles, including automobiles and motor cars.
Manufacture of of India-rubber.
Paints, colours and varnishes.
Paper of all kinds and manufactures of paper.

Vegetables of all kinds including potatoes, onions, and canned vegetables.
Soap.
House, office, cabinet, or store furniture of wood, iron, or other material, including cash registers, coffins, caskets, casket robes and linings, and casket hardware.
Planks, boards, deals, joists, scantling, shingles, shooks, staves and heading.
Doors, sashes and blinds.
Pianos and organs.
Starch.
Trunks, valises, travelling and tool bags, and baskets of all kinds.
Cement.
Glass bottles, lamps, lamp chimneys, and table glassware.
Nickle-plated, gilt, or electro-plated ware.
Calcium carbide.
Linseed oil cake and linseed oil cake meal.
Fresh fruits.
Canned and bottled fruits.
Condensed milk.

SCHEDULE 'B.'

Schedule of West Indian products to enjoy the benefits of the Customs Preferential Tariff when imported into Canada:—

Sugar, molasses and syrups.
Shredded sugar cane.
Fresh fruits of all kinds.
Cocoanuts.
Asphalt and manjak.
Coffee.
Cotton, raw, cotton seed and cotton seed meal.
Cotton seed oil.
Rice, uncleaned, rice cleaned, and rice flour and rice meal, and rice bran.
Petroleum, crude.
Oils, coal and kerosene, distilled, purified or refined petroleum.
Copra and cocoanut oil.
Rubber, raw and balata.
Bulbs.
Logwood and logwood extract.
Annatto.
Turtle shell, unmanufactured.
Ginger, nutmegs and spices, unground.
Arrowroot.
Salt.
Sponges.
Vegetables, fresh, of all kinds.
Tapioca and cassava.
Tapioca and cassava flour.
Honey and beeswax.
Oils, essential, including bay oil and otto of limes.
Tamarinds, fresh or preserved.
Cattle food containing molasses.

Pea nuts and kola nuts.
Diamonds, uncut.
Timber or lumber of wood not further manufactured than sawn or split.
Timber or lumber of wood, dressed.
Vanilla beans.
Bay leaves.
Papaine.
Lime juice, fruit syrups, and fruit juices, non-alcoholic.

SCHEDULE 'C.'

Duty when Imported from any Foreign Country into Canada.

GOODS.	DUTY.
Cocoa beans, not roasted, crushed or ground.	Not less than 75c. per 100 lbs.
Lime juice, raw and concentrated, not refined.	Not less than 5c. per gallon.
Limes, fresh.	Not less than 10 per cent. *ad valorem.*

SCHEDULE 'D.'

Colonies to enjoy for a limited time benefit of agreement with Canada.

Bahamas.
Bermuda.
British Honduras.
Grenada.
Jamaica.
Newfoundland.